Public Involvement Meeting Documentation
April 2010

Birmingham 2035 Regional Transportation Plan (RTP),
Rebalanced Fy 2008-2011 Transportation Improvement Program (TIP) and
Air Quality Conformity Determination

Prepared by the
Regional Planning Commission of Greater Birmingham
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This document is posted at

http://www.bhammpo.org/upcomingevents.htm

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Date Reported: May 27, 2010
Date Adopted: draft/TBD

This report was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), the Alabama Department of Transportation (ALDOT), Environmental Protection Agency (EPA) and the Regional Planning Commission of Greater Birmingham (RPCGB), as staff to the MPO, by the requirement of Title 42 USC 7401 et seq., Clean Air Act and 40 CFR Parts 51 and 93, Air Quality Conformity Rules and Regulations. The Contents of this report do not necessarily reflect the official views or policy of the USDOT.
MPO and Advisory Committee Officers
Fiscal Year 2010

Birmingham Metropolitan Planning Organization (MPO)
Doug Brewer, Chairman  Mayor, City of Graysville
Thomas Henderson, Vice Chairman  Mayor, City of Center Point
Wayne Sullivan, Secretary  Director, Roads and Transportation, Jefferson County

Transportation Citizens Committee
Ouida Fritschi, Chairman  South/Southeast Jefferson County
Doris Powell, Vice Chairman  City of Birmingham

Transportation Technical Committee
David Hunke, Chairman  Shelby County Planning Services
Supervisor
Gregory Dawkins, Vice Chairman  Birmingham Traffic
Engineer

Regional Planning Commission of Greater Birmingham (RPCGB)
Serving as staff to the MPO-
Charles Ball, Executive Director
William Foisy, Director of Planning
Darrell Howard, Principal Transportation Planner
Harry He, Transportation Engineer
Michael Kaczorowski, Senior Planner
Cynthia Barton, Office Administrator
Cissy Edwards, Public Information Officer
Brett Isom, GIS Administrator
## TRANSPORTATION CITIZENS COMMITTEE (TCC)

**April 2010**

**Chairman:** Ouida Fritschi  
**Vice-Chairman:** Doris Powell

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## TRANSPORTATION TECHNICAL COMMITTEE (TTC)

**April 2010**

Chairman: David Hunke  
Vice-Chairman: Greg Dawkins  

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Section 1

INTRODUCTION

This document summarizes the public involvement meeting held on April 21, 2010, 12:00 p.m. - 3:00 p.m. at the Regional Planning Commission of Greater Birmingham, First Floor Conference Room, 1731 1st Avenue North, Birmingham, AL. This meeting was conducted to discuss and document comments and questions on the Draft 2035 Regional Transportation Plan (RTP), the Rebalanced FY2008-2011 Transportation Improvement Program (TIP), and Air Quality Conformity Determination.

The public involvement meeting was conducted in an open house format with a short formal presentation that provided an overview of the 2035 Regional Transportation Plan. Displays were arranged around the room representing importation aspects of the RTP, the TIP and the Air Quality Conformity. Each display included a blank board and attendees were provided post-it notes and encouraged to post their questions/comments on the blank boards to ensure an accurate recording. Each display was manned by RPC staff.

Attendees were provided a copy of the Draft 2035 Regional Transportation Plan Summary, a comment form, a meeting evaluation form and a postcard with details for online viewing of all documents and submitting questions/comments online.

The results of a public involvement meeting are used by the Metropolitan Planning Organization in the adoption of plans, programs, and projects. The final written report is made available to the public.

This report has been prepared by the transportation planning staff of the Regional Planning Commission of Greater Birmingham.
Section 2

OUTREACH AND NOTIFICATION PROCEDURES

Flyer Preparation (Examples included in Appendix A)

- A standard size flyer was prepared for distribution.
- A standard size flyer was prepared for distribution to Transportation Citizens Committee, Transportation Technical Committee and MPO Committee members.

Direct Mailing (Examples included in Appendix A)

- The postcard was mailed to 1,538 persons/organizations included in the Transportation Public Involvement contacts list April 6, 2010.
- A letter to the Transportation Citizens, Transportation Technical Committees and the MPO was mailed beginning April 2, 2010.
- A letter was mailed/delivered April 6, 2010 to local Librarians with flyers enclosed to distribute to patrons.
- A letter and flyers were mailed to City of Birmingham’s neighborhood association presidents March 25, 2010 for posting in their neighborhoods.

Advertising (Included in Appendix A)

- A legal notice was included in the following newspapers:
  The Birmingham News- April 7, 11, 14 and 18, 2010
  The Birmingham Times- April 8 and 15, 2010
  Shelby County Reporter- April 7 and 14, 2010

Media Outreach (Examples included in Appendix A)

- A Press Release was sent to all local media outlets on April 14, 2010.
- A Media Advisory was sent on April 20, 2010.

Additional Outreach

- Information about the public involvement meeting was posted on the MPO website (www.bhammpo.org) on March 24, 2010.
- Information about the public involvement meeting was included in the RPC E-News Connections Update emailed April 8, 2010 to over 500 persons including local media.
- A broadcast email was sent to Birmingham MPO contacts as a reminder on April 20, 2010.
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Section 3

ATTENDANCE AND DISTRIBUTION OF INFORMATION

A total of 56 persons, exclusive of the Regional Planning Commission of Greater Birmingham staff, signed the attendance sheet that is included in this section. (See page 3-3)

The following information was given to each attendee:
- 2035 Regional Transportation Plan Summary (See Appendix B)
- Meeting Comment Sheet (See Appendix B)
- Meeting Evaluation form (See results page 3-6)
- Website and Online Comment Information Postcard (See Appendix B)
- Post-it notes and pen

The following information was available to attendees during the meeting:
- 2035 Regional Transportation Plan
- Rebalanced FY2008-2011 Transportation Improvement Program
- Air Quality Conformity Documentation

Poster-sized maps and charts were displayed around the room. They included the following maps and charts (See Appendix C):
- Justification/Methodology and Goals
- Demographics: Population Changes 2005-2035
- Demographics: Employment Changes 2005-2035
- Public Transportation
- Non-Motorized Travel
- Freight
- Roadway Capacity Projects – Fiscally Constrained
- Roadway Capacity Projects – Visionary Plan
- Environmental Consideration
- Air Quality
- Transportation Improvement Program – Fiscal Years 2008-2011

The PowerPoint presentation presented at the meeting is included in Appendix D.

During the open house staff manned the displays and attendees had the opportunity to talk with staff and post comments and questions.
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<td>Tacy Apple</td>
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<td>Peggy Chapman</td>
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<td>Wanda Williams</td>
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<td>Ann Davis</td>
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Public Involvement
April 21, 2010
Meeting Evaluation

1. How did you find out about this public involvement meeting? Check all that apply.
   1 Newspaper, Which one? Birmingham News
   □ TV
   □ Radio
   3 Friend/Neighbor
   5 Internet
   1 Library
   8 Flyer in the Mail
   □ Church
   □ Other:
   2 Transportation Citizens Committee
   2 Transportation Technical Committee meeting
   1 MPO meetings
   1 Connections

2. How often have you attended other non-transportation related government meetings in the community in the past year?
   3 0 times
   1 1-2 times
   2 3-4 times
   7 5 or more times

3. People attend meetings for many reasons. What was the main reason you attended this meeting?
   • TTC Involvement.
   • To keep abreast of transportation – all modes – plans.
   • Like to know what’s going on.
   • Represent a local government.
   • To see it DBE involvement has approved and to see what measures are being taken to help Birmingham reach EPA attainment status.
   • Information.
   • I want public transit.
   • To find out information.
   • Transit.
   • To become better informed about future transportation projects and plans.
   • Interested in transit.
   • For information and progress reports.
   • To see patterns in economic development.
   • Excellent transportation in Birmingham.
   • Because I am on TCC.
4. Overall, how did you like the format of this meeting?
   7  Liked it very much
   5  Liked it
   1  Neither liked nor disliked it
   1  Disliked it
   ☐ Disliked it very much

5. How would you rank the information presented today?
   8  Very informative
   3  Somewhat informative
   1  Nothing new
   ☐ Not very informative
   ☐ Not informative at all

6. Did you ask a question during the meeting?
   5  Yes
   9  No

7. Were your questions and/or concerns addressed in the:
   4  Formal Presentation Question and Answer time?
   5  General Discussion?
   3  My questions were not addressed.

8. How would you prefer to get transportation project information?
   6  Through a formal presentation
   4  Talking one on one with staff
   5  Website
   2  Through the mail/newsletter
   1  Meetings
   1  Email

9. If you want to make a comment about a project or the process, would you prefer to:
   4  Make that comment into a microphone for others to hear.
   5  Make the comment privately, not heard by others.
   7  Submit it in writing.

10. Do you prefer a meeting format that is:
     1  A formal presentation at a specific time and citizens take turns making comments and asking question after the meeting?
     4  Open house where citizens come and go at any time between certain hours to get information or make a comment?
     9  A combination of both?
11. Feel free to include other comments you have on how RPCGB can improve these meetings or communicate better with you and the public.

- Make sure all public involvement meetings are located in location with sufficient parking and sufficient seating and room is large enough for meeting participants.
- More detail needed on individual projects.
- Great job!
- Meeting was well organized and informative.
- Providing pamphlets in public locations.
- Information was presented clearly and professionally. It included items for needed for city planning.
- Excellent!
Section 4

SUMMARY OF COMMENTS AND QUESTIONS

Questions/Comments and Responses

As required by the Birmingham MPO’s Public Participation Plan, the following is a summary of questions and comments posed during the comment period that opened April 21, 2010 and closed May 11, 2010 for the 2035 Birmingham Regional Transportation Plan, Rebalanced FY2008-2011 Transportation Improvement Program and Air Quality Conformity Document. There were 414 comment/question documents received during the meeting and/or via postal, fax, email, online and hand delivered. Due to the abundance of comments/questions, they are included in a Supplemental Document. Of the 414 documents received, 239 related to the Northern Beltline, 150 were without a comment and 25 addressed other transportation issues.

Responses are noted in **Bold** following each question/comment.

1. **Question/Comment:** I enjoyed the presentation however I was disappointed that the majority of the planning was south of B’HAM (Shelby County). I would like to see plans for the northern belt and the northwest sections of Jefferson County.

   **Response:** Of the 54 projects included in the fiscally constrained section of the 2035 Regional Transportation Plan, there are 33 capacity projects in Jefferson County with $1.8 billion federal funds (2010 $) programmed and 21 capacity projects in Shelby County with $294 million federal funds (2010$) programmed. Figure 5.18, page 5-115, illustrates the location of each project. Table 5.14, pages 5-116 to 5-122, depicts the cost of each project.

2. **Question/Comment:** Were the photos in the presentation by Darryl all local?

   **Response:** The images used are from areas around the country to represent concepts.

3. **Question/Comment:** In consideration of the need for the MSA to reach EPA attainment status, I was quite astonished while looking at the 2 demographic maps. It was to my dismay that I saw that the projections is that B’ham will lose from 1-35% of its population over the next 20 years. I was also stunned to see that the projection was that jobs will leave the urban core city. This confirms my belief that local developers are driving the planning and transportation process.

   **Response:** The projections were developed utilizing secondary data sources, to include national data vendor sources, collected, compared, and adjusted through a comprehensive review process. Historical growth patterns, known residential and commercial developments, and probable areas of residential and commercial growth and expansion were reviewed in order to develop the county and sub-county control
The data was then compared to existing and future land use and zoning data to ensure accuracy.

The resulting projections indicate the City of Birmingham will continue to lose residential population in certain areas of the City, though employment is, in fact, projected to increase within the urban core. A more detailed explanation of the methodology and more extensive review of the projections data can be found in the 2035 Population, Housing, and Employment Projections Report located on the MPO website at http://bhammpo.org/docsandmaps/censusdata.htm and as Appendix 2A of the 2035 Regional Transportation Plan. Development projects certainly affect the community and transportation planning process, especially when projects of significant scope and impact in an area result in adverse conditions whereby the planning process becomes reactionary.

4. **Question/Comment:** Why Jefferson and Shelby Counties and not St. Clair, Blount and Walker Counties? (Demographic charts).

   Response: Jefferson and Shelby Counties are the two counties in the Birmingham Metropolitan Area included in the Census defined urbanized area which is the basis for the geographic area for the metropolitan transportation planning process. Rural counties in the Regional Planning Commission area, to include Blount, Chilton, St. Clair and Shelby Counties, are included in a Rural Planning Organization transportation planning process conducted by the Regional Planning Commission under contract with the Alabama Department of Transportation. For information see http://www.rpcgb.org/HARPO/HARPO.html

5. **Question/Comment:** Recheck totals on demographic displays.

   Response: The component numbers are correct. There was an error on the display entitled “Demographics: Employment Change 2005-2035 totals for Employment Change”. The correct numbers are 399,201 (2005) and 545,675 (2035).

6. **Question/Comment:** Have Jemison Realty clean up the property they have listed on Green Springs Highway (Mr. Vargus realtor).

   Response: Any issues concerning property management will need to be addressed by the local jurisdiction in which the property is located.

7. **Question/Comment:** Keep Green Springs Hwy trash free on both sides on regular basis – Jefferson County.

   Response: Any issues concerning trash will need to be addressed by the local jurisdiction in which the roadway is located.

8. **Question/Comment:** Have the police patrol Wald Park regularly to help make the neighborhood enjoy the park – to feel safer while walking there on Green Springs Avenue.
Response: Any issues with police patrol will need to be addressed by the local jurisdiction in which the park is located.

9. **Question/Comment:** Building more and more roadways will increase air pollution.

Response: The Birmingham region has emission budgets approved by the U.S. Environmental Protection Agency (EPA) for the ground level ozone standard. The EPA is currently reviewing the emissions budget for the particulate matter 2.5 standard. Emissions for all roadways, as an aggregate, have been calculated using an EPA approved emissions model with inputs from a Federal Highway Administration and Alabama Department of Transportation approved traffic assignment model. Vehicle miles of travel and speed by highway type are the parameters that determine the amount of emissions. The emissions calculations, with the emissions budgets, are outlined in Table 5.1.1, Page 5-1, for the ground level ozone standard and in Table 5.2.1, page 5-2 for particulate matter 2.5 standard of the Air Quality Conformity Determination Report.

10. **Question/Comment:** Maintenance of roads and bridges should take priority over building “economic development” roads.

Response: Chapter 5 of the 2035 Regional Transportation Plan, Transportation Investment Strategy, Page 5-13, notes that a key emphasis of the 2035 Regional Transportation Plan is its commitment to system preservation, both physically and operationally. Chapter 6 of the 2035 Regional Transportation Plan, Financial Plan, Page 6-21, notes that funding in the RTPS is set aside for two major uses (1) roadway capacity expansions, and (2) operations and maintenance. Table 6.6, Page 6-23, notes $2.2 billion programmed for capacity and transit projects, and $574 million programmed for operations and maintenance.

11. **Question/Comment:** 1. Update parking meters, 2. Update street signage – a lot of the signage is not legible; 3. Clean up the bike trails – safety for bikers.

Response: Installation and maintenance of parking meters is the responsibility of the local jurisdiction in which the parking meters are located. Street signs are also the responsibility of the local government except along state routes where the Alabama Department of Transportation is responsible for roadway operations and maintenance. Likewise, maintenance of on and off-road bikeways is the responsibility of the county, city or state government agency with jurisdiction over the specific corridors. Specific bike safety issues to include strategies through public awareness and infrastructure improvements are addressed in the Active Transportation Program, Chapter 5, Section 3, of the 2035 Regional Transportation Plan. In addition, 38 stand-alone, non-motorized projects are programmed, many of which will provide safer conditions for cycling.
12. **Question/Comment:** Please move forward the formation of a formal policy and procedure for Title VI complaints.

Response: The Regional Planning Commission (RPC) prepares an annual Birmingham Title VI Report for the Birmingham Metropolitan Planning Organization consistent with 25 specific questions developed by the Alabama Department of Transportation (ALDOT). The report addresses how concerns are documented and imbalances between transportation investments and underserved populations are addressed. Further modification of the information to be developed as part of the Title VI report would be the responsibility of the ALDOT.

13. What happened to the light rail transit (LRT) introduction into our area. Surly, in order for us to grow like Charlotte, NC we must incorporate LRT in the 2035 transportation plan. See Charlotte, NC transit system in the link: [http://www.charmeck.org/Departments/CATS/LYNX/home.htm](http://www.charmeck.org/Departments/CATS/LYNX/home.htm) Also, attached are past proposals by Birmingham Regional Planning Commission.

Response: The Vision for Public Transit is outlined in Section 5.2.2 of the 2035 Regional Transportation Plan, Pages 5-20 to 5-41. The vision for the area’s public transit system was presented in 2004 with the completion of the Birmingham Regional Alternatives Analysis and subsequent, more detailed corridor level analyses for the downtown/city center Birmingham area, the I-65 South corridor, the U.S. 280 corridor, and the U.S. 11 west corridor. This vision demonstrates a commitment to developing and promoting a wide variety of alternative travel modes, including inter-regional and local bus, including high capacity transit services such as bus rapid transit. At the current time, light rail alternatives do not meet the justification for the preliminary screening criteria to include ridership, mobility improvements, transit supportive land use, capital costs, operations and maintenance costs, environmental benefits and cost-effectiveness.

14. **Question/Comment:** Reduce car travel. Good public transportation is important to reduce particulate matter. I favor light rail!

Response: See response to question 13.

15. **Question/Comment:** Sunday bus service is needed on routes where there are a large number of riders. Backup buses are needed to replace stall buses. Rained in buses and buses with broken windows and seats, etc. need to be repaired or replaced.

Response: Strategies for Transit System Maintenance and Modernization are outlined in Chapter 5.2.8 of the 2035 Regional Transportation Plan, Page 5-37. Building on the Birmingham-Jefferson County Transit Authority’s Transit Development Program, an aggressive, system-wide expansion of fixed route bus service is recommended. Funds required to implement all rubber tire bus transit service alternates, including local bus services, community focused bus services and premium
bus services, are outlined in Table 5.1, Page 5-22. In summary capital costs total $283 million while required operating costs per year total $60.8 million.

16. **Question/Comment:** Yes to Chapel Lane extension; No to Patton Chapel Road.

Response: Both of these projects are included as roadway capacity projects in the fiscally constrained portion of the 2035 Regional Transportation Plan. The Chapel Lane extension is also included in the FY 2008-FY 2011 Transportation Improvement Program. The project purpose, as outlined in Chapter 5, Table 5.14 is to improve corridor operational efficiency and better facilitate turning movements onto adjacent roadways. The project purpose for the Chapel Lane Extension is to improve mobility and accessibility and address transportation system security (redundancy). The City of Hoover is project sponsor for both projects and responsible for progressing the projects in order that funds are programmed in the short-range Transportation Improvement Program.

17. **Question/Comment:** The information is presented clearly and professionally. It includes items needed for city planning.

Response: Thank-you. Chapter 8 of the 2035 Regional Transportation Plan, Plan Implementation and Monitoring, notes that while the Plan is a policy document, it includes a number of strategies and specific projects and programs for moving the Birmingham area closer to its vision of a seamless transportation system that incorporates multiple travel modes.

18. **Question/Comment:** I recommend the integration of transportation and land use planning, bringing together ALDOT, the MPO and the Regional Planning Commission and interested businesses and citizens.

Response: In section 5.1.2, the RTP states the importance of understanding the connection between land use and transportation as a reciprocal relationship where one way of planning reinforces the other. In order for each component to receive appropriate attention during the planning process, "...the RTP proposes that the Regional Planning Commission of Greater Birmingham and the Birmingham MPO jointly develop an integrated regional land use and transportation plan." This process will encompass discussion with ALDOT and community, civic and business groups, creating integrated land use and transportation plans with regional scope and perspective to be incorporated in both future RTPs as well as the comprehensive plans of individual municipalities.

19. **Question/Comment:** Clay officials need to work more closely with RPC to get more projects on the TIP and off the visionary chart.

Response: Projects advance to the Transportation Improvement Program based on project need, local commitment and community support. Chapter 3, Goals and Objectives, Section 3.9 Policy Development, Page 3-29, identifies policies on how to
advance projects from the fiscally constrained portion of the Regional Transportation Plan to the short-range Transportation Improvement Program.

20. **Question/Comment:** Lots of overview, planning procedures, general information; not many specifics or details.

**Response:** The purpose of the opening presentation and maps is to provide an overview of the 2035 Regional Transportation and associated documents. The detailed elements of the Regional Transportation Plan, the short-range Transportation Improvement Program, and the Air Quality Conformity are available at [http://www.bhammpo.org/upcomingevents.htm](http://www.bhammpo.org/upcomingevents.htm)

21. **Question/Comment:** With all the meetings, why is the major artery US280 still in the visionary list? Is it because the communities who bound it can’t concur? Let those decide who do not bound but actually have businesses and live on 280. Earl Niven shows more sense than heard in other quarters and he’s the mayor of a tiny by comparison city. The 280 should be a corridor serving motor vehicles, freight, mass transit and pedestrian. To do less is to create failure in the largest project we will tackle in efficiency in our 25-year plan.

**Response:** The proposed US 280 Toll Facility/Elevated Lanes project is unable to be placed into the fiscally constrained 2035 Regional Transportation Plan at this time for the following reasons:

1. **Fiscal Constraint** - The 2035 - Birmingham RTP cannot achieve fiscal constraint with the addition of this project, which is estimated to cost between $600 and $800 million.

2. **Project Development** – The ALDOT has developed preliminary concepts for toll facility/elevated lanes for U.S. 280, but has not officially requested that the project be included in the Regional Transportation Plan. Consensus among the residents and elected officials would be beneficial for inclusion in the RTP. In addition, the transit Alternatives Analysis project for the U.S. 280 Corridor, being developed under the Federal Transit Administration New Starts guidelines, will provide the environmental process with non-single occupant vehicle alternatives.

Even though the MPO has not made a recommendation about the merits of the proposed U.S. 280 project, the project is being included in the visionary portion of the Regional Transportation Plan. This is being done in order that the project might be further developed and refined, as well as positioned to receive any federal funding that may become available. In the event that funding is provided for the proposed project through the TIGER discretionary grant program or some other source of funding, the Birmingham MPO will take the appropriate actions to address the project’s inclusion in the fiscally constrained portion of the Regional Transportation Plan.
22. **Questions/Comment:** There's been more than enough talk, money, time, effort spent on HWY 280... This is like whipping a dead horse. There is no need for anyone other than Hoover, Mtn. Brook, and North Shelby County to fund this overpriced past outdated silly-fufu-minded monstrosity. Jefferson County, Birmingham, and the State of Alabama need to get the Northern Belt-Way completed... this is the future of the area, both industrially and residentially. And will also help alleviate the aforementioned 280 trilogy. If you do not believe me google a few drive times for all the rest of Birmingham citizens. To connect the northern-western-and-most-eastern parts of the 5 county area together, requires almost having to go back into downtown to visit other areas. This lack of planning results in undue cost to business, in terms of transportation cost, extra time (man-hours), and isolation. The lack of a Northern Belt Way is also funneled a tremendous volume of out-of-state traffic into the heart of downtown, further exacerbating a bad situation, which must also be addressed in the very near future. The people of 280, North Shelby and Hoover have made their bed, now is the time for them to lie in it. We have had their backs too long, and it is time to live with what they’ve got. For the rest of us are tired of paying for their lifestyle, at their expense of ours. If the 280 area needs more, do it with a toll road, for their extravagances have been draining the life blood from other areas for too long. The cost of this (eventual) beltway project is only going up everyday, while Birmingham's dollars are being used to facilitate growth in ever more far flung outlying areas. To continue to expend Birmingham's limited money and political clout in the funding, design, and funding requests of areas like Tuscaloosa County and North Shelby County decries a lack of foresightedness... as this would also be beneficial to them also.

**Response:** The majority of the Northern Beltline is in the fiscally constrained portion of the 2035 Regional Transportation Plan, Chapter 5, Appendix 5C-1, Map ID 172, which means that it has a funding source specified. The U.S. 280 project is in the visionary portion of the Plan and therefore does not have a funding source specified (Chapter 5-138 and the Visionary Plan, Chapter 5, Appendix 5C-52, Map ID 644). In addition, the Regional Planning Commission has prepared a response, included in a section of this public involvement report, addressing all Northern Beltline issues.

23. **Questions/Comment:** While I haven't finished reading all 8 chapters, I did notice that the table of contents, see www.bhammpo.org/docs/.pdf, is missing any mention of Chapter 8, Plan Implementation and Monitoring. Also, it would be nice to have a single PDF of the entire draft plan in addition to separate PDFs for each chapter. Hopefully I'll have time to finish the RTP draft & give feedback before the May 11 deadline.

**Response:** Thank you for bringing this to our attention. The final table of contents documentation will be corrected. Since we chose to include as many visuals as possible, this dramatically increased the size of each chapter. An all inclusive .pdf would not be feasible for posting and opening on our website.

24. **Questions/Comment:** Active Transportation Plan ATP Goal 1 No state of federal funding shall be approved for routes on the regional Active Transportation plan unless accommodations for bicycle and pedestrian facilities are made to the roadway as stipulated by FHWA. Whenever routes on the Active Transportation plan are improved pavement
markings and bicycle traffic signs shall be installed in conformance with MUTCD latest editions. ATP Goal 2 Design improvements should include bicycle actuated signals on designated bicycle routes. Any roadway improvements on designated bicycle plan routes should be to Complete Street standards. RTP Goal 3 Objective should include a reduction of single person vehicles. Objective should reduce air pollution.

Response: The 2035 Regional Transportation Plan includes a policy statement supporting complete streets and the routine accommodation of cyclists and pedestrians (see Chapter 3, Section 9, Page 3-34, Policy 10) which states: "Project sponsors shall give due consideration to the accommodation of bicycles, pedestrians, citizens with disabilities, and transit supportive infrastructure in project planning and design." This policy serves as a statement of intent for project development.

Design guidelines are to be developed as an implementation step and are not specifically included as part of the Plan. The MPO's Bicycle, Pedestrian and Greenway Plan is currently being updated and once adopted by the MPO will serve as a more detailed "functional area plan" that expands upon the non-motorized element of the Plan including the complete streets policy and the active transportation program. The new Active Transportation Plan (ATP) will identify regionally-significant on and off-road routes. The ATP will also provide strategic recommendations for institutionalizing complete streets through education and the application of the latest industry standards and guidelines including the December 2009 edition of the Manual of Uniform Traffic Control Devices (MUTCD). Recommendations such as bicycle actuated signals and designated bicycle routes will be incorporated into the ATP. Complete street guidelines will also be developed as part of a regional thoroughfare planning process that will also serve as a "functional area plan" of the RTP.

25. Questions/Comment: We have reviewed the exhaustive proposed Birmingham 2035 Regional Transportation Plan that you and the other RPCGB staff have put together and you are to be commended on developing an excellent comprehensive plan that will be a valuable resource document for years to come. I will review various details of the plan document with you concerning several minor editorial changes in recognition of the need to focus on the big picture. I applaud your efforts over the past several months to work closely with our County Development Services and Highway Department staffs and municipal staffs as you allowed the state and local governments to prioritize their project needs relative to a financially constrained program. We hope your concerted efforts will help the region and state to recognize the urgent need to adequately fund needed and desired infrastructural improvements to promote economic development and improve safety, environmental, mobility and accessibility needs in the region. We do request the addition of one non-motorized transportation project to the 2035 Regional Transportation Plan. In 2007 Shelby County and the Regional Planning Commission of Greater Birmingham jointed developed the Dunnivant Valley Community Greenway Plan. The assessment satisfied the corridor feasibility study requirements put in place by the Birmingham MPO staff as a prerequisite to seeking federal-aid transportation funding for trail projects. This spring Shelby County is nearing the completion of the construction of
the first phase of the trail facility, constructing over one mile of trail using Shelby County resources. Subsequent phases of the trail project are proposed to be located on both on-road and off-road segments and the trail will connect users with several activity centers and established community facilities. The trail facility is supported by the local community who work closely with developers, property owners, and the County to support the emerging community trail along the Dunnavant County corridor. Given the large amount of work that has already been completed on the proposed project and the high level of community support and interest in the facility, we respectfully request that the Dunnavant Valley Community Trail project be included in the 2035 Regional Transportation Plan prior to the Plan’s formal adoption by the MPO.

Response: This project, with a cost figure of $1,000,000, will be added to Chapter 5, Table 5.7, and Figure 5.17. This will be added to the Surface Transportation Program (Birmingham Attributable) funding source.

26. We, the residents and tax-payers of this area, waste a significant amount of our time each day stuck in traffic on I65 and the roads that connect with it because it is the only route through the area. For years, we have spent countless hours stuck behind trucks or through travelers because they also have no other option to travel north or south through the area. The quality of our daily life is severely diminished by the unnecessary time we spend simply trying to get to the office or home at the end of the day. We love our homes and wish to remain in this area, and we hope our children will want to stay, too. However, this area must offer not only the jobs that keep us here, it must also provide us an efficient way to get to and from those jobs without the daily stress of massive congestion and expense of wasted fuel.

Response: There are several capacity improvement projects in the 2035 Regional Transportation Plan that will reduce congestion on I-65. Please see pages 5C-1, 5C-3 and 5C-12 – Map IDs 420 and 657 thru 661. These are widening projects that are scheduled to begin as early as this year and will continue to widen I-65 over the next 20 years from Valleydale Road to University Blvd. This list does not include the current I-65 widening project that is under construction from SR-119 to SR-52.

27. Questions/Comment: There were approximately 239 comment/question documents related to the Northern Beltline. A majority of the comment/questions were dedicated to building the western segment. In support of this segment, the comments were relative to creating jobs, attracting business, reducing traffic congestion, safety, reducing time of first responders and providing evacuation routes. Next, was general support for completion and funding of the entire Northern Beltline. The eastern segment comments/questions were related to the headwaters of the Cahaba River, air quality, design, funding and imposing eminent domain. Overall negative comments in general concerned the Northern Beltline’s impact on air quality and contribution to sprawl.

Response: The response to this question/comment begins on page 4-10.
Summary Response
For Comments Concerning
2035 Regional Transportation Plan
Prepared by Regional Planning Commission of Greater Birmingham
Amended June 2, 2010

Birmingham Northern Beltline
(Appalachian Development Highway System Corridor X-1)

Project Summary/Description
There are three congressionally designated highway corridors of the Appalachian Development Highway System (ADHS) located within the State of Alabama:

1. Corridor X (Future I-22).
2. Corridor X-1 (Birmingham Northern Beltline).

Corridor X is currently open to traffic between the Alabama/Mississippi State line and Coalburg Road in the City of Birmingham. However, the focus of this document will be Corridor X-1, the Northern Beltline.

Corridor X-1, the Northern Beltline, was added to the Appalachian Development Highway System by Congress in the Consolidated Appropriations Act of 2004 (Public Law 108-199). Specifically “There is hereby designated as Corridor X-1 in Alabama an addition to the Appalachian development highway system. Corridor X-1 shall extend approximately 65 miles along the alignment of the Birmingham Northern Beltline from Interstate 20/59, in the vicinity of Interstate 459 southwest of Birmingham, and extending northward crossing State Route 269 and Corridor X and continuing eastward crossing Interstate 65, United States Route 31, State Route 79, State Route 75, Interstate 59, United States Route 11, United States Route 411, and connecting to Interstate 20 to the east of Birmingham. Corridor X-1 shall be developed as a multi-lane freeway, with interchanges at appropriate crossroad locations.”

Funding Availability (Currently Projected)
In order to understand the availability of funding for the Northern Beltline, it is important to first understand the concept of fiscal constraint. Fiscal constraint refers to the U.S. Department of Transportation regulatory requirement that all metropolitan transportation plans demonstrate that projects can be paid for with funding that reasonably can be expected to be available over the 25-year planning period.

For the Northern Beltline, the demonstration of fiscal constraint is dependent upon forecasts of future revenues which are in large part based on:

1. Historic allocations.
2. Cost to complete status reports produced by the Appalachian Regional Commission (ARC).
3. Construction schedules.
4. Funding distribution for authorized ADHS funding to the State of Alabama’s eligible projects.
5. Documentation that identifies/supports future funding allocations beyond the existing statutory availability.

The Alabama Department of Transportation has estimated, in 2010 federal dollars over a 25-year time period, that $1,965,627,167 ($78.6 million per year in 2010 $) will be available in Jefferson County for Corridor X and the Northern Beltline. Of this amount, $1,593,348,000 is available for capacity, and $372,279,167 is available for operations and maintenance. These numbers are depicted in Table 6.6, Page 6-23, of the 2035 Regional Transportation Plan document. Appalachian Funds programmed for ARC Corridor X capacity are $237,349,384, leaving $1,355,998,616 available for the Northern Beltline capacity segments.

**What is in the Plan?**

At present, all five segments of the Northern Beltline are included in the Fiscally Constrained portion of the 2035 Long-Range Transportation Plan.

The Fiscally Constrained portion of the Plan includes all projects that can be paid for with funding that reasonably can be expected to be available over the planning period. Included at a cost of $1,323,390,086 is the following:

1. All preliminary engineering to cover the necessary location studies (i.e., alignment, environmental documentation and facility design).
2. All right-of-way to include the acquisition of land for roadway right-of-way (i.e., the physical area within which the roadway will be located).
3. Utilities and construction phases for the roadway segments between U.S. 78 in Graysville and I-59 in northeastern Jefferson County.

The inclusion of the preliminary engineering, right-of-way and utilities within the Fiscally Constrained portion of the Plan enables federal funding to be used to advance segments to the short-range Transportation Improvement Program. The inclusion of the construction phases in the Fiscally Constrained portion of the Plan enables federal funding to be used to physically build the facility.

Total costs for the Northern Beltline currently documented in the Alabama Department of Transportation’s Comprehensive Project Management System (CPMS), calculated in 2010 federal dollars to be consistent with fund availability projections, are $1,910,508,741. The following is the breakdown of funding, in 2010 dollars, for the Northern Beltline. The detailed segments supporting these numbers are included in Appendix 5C of the 2035 Regional Transportation Plan.
Fiscally Constrained Portion of Plan

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appalachian Regional Commission (capacity)</td>
<td>$1,253,177,306</td>
</tr>
<tr>
<td>Congressional (capacity)</td>
<td>$52,572,913</td>
</tr>
<tr>
<td>Appalachian Regional Commission (maintenance)</td>
<td>$17,639,867</td>
</tr>
<tr>
<td>Total</td>
<td>$1,323,390,086</td>
</tr>
</tbody>
</table>

| Visionary Portion of Plan                        | $587,118,655       |
| Total                                            | $1,910,508,741     |

The Visionary portion of the Plan includes the utilities and construction phases for the roadway segments of the Northern Beltline between I-459 in Bessemer and U.S. 78 in Graysville, and from I-59 near Trussville to I-20 near Leeds. The Visionary portion of the 2035 Regional Transportation Plan is a needs list or holding area for projects and, as is the case with the Northern Beltline, project phases for which cannot demonstrate Fiscal Constraint. Elements in the Visionary portion of the Plan can be amended into the Fiscally Constrained portion of the Plan once it can be demonstrated that funding will be reasonably available to advance the project and/or project phase.

Progressing the project from a funding standpoint is not an issue given that $1,323,390,086 is currently programmed for buying right-of-way and starting construction. $150.9 million is programmed in the short-range Transportation Improvement Program for the Northern Beltline for FY 2010 and FY 2011.

**Funding Availability (Future Projections)**

ADHS fund projections for the 25-year period for Jefferson County will change over time as current appropriations change under the ARC Cost to Complete Estimates. In addition, costs to complete the Northern Beltline will change as design engineering is completed. Balancing between the amount of funds available and project costs will determine which portions of the Northern Beltline can be included in the Fiscally Constrained portion of the Plan.

As the Alabama Department of Transportation refines fund availability and project costs applicable to the Northern Beltline, amendments to the 2035 Regional Transportation Plan can be proposed by the Alabama Department of Transportation and considered by the Metropolitan Planning Organization. The process to complete a Plan amendment, including air quality conformity determination, federal and state agency review of documents, public involvement, and MPO transportation committee review, takes a minimum of six months.

Although oversight of the ADHS is given to the U.S. Secretary of Transportation, the ARC has continued to exercise programmatic control over funding. That is, ARC determines where and how the money is used for ARC highways within each of the individual states. Authorized ADHS funding is apportioned to each of the 13 Appalachian states annually based on each state's proportional share of the cost to complete the ADHS using the current cost to complete prepared by the ARC [40 USC 14501, 1116]. Alabama’s percent share of the annual apportionment is 34.7% of the total annual allocation through 2013. The cost-to-complete is based on the ADHS mileage in Alabama needed to complete the ADHS.
This is equivalent to the remaining ADHS mileage that Alabama needs to complete in order to achieve its portion of the overall ADHS according to the latest cost-to-complete study (Appalachian Development Highway System: 2007 Cost-to-Complete Report, Appalachian Regional Commission, December 2007).

The ADHS 2007 Cost-to-Complete Report estimated that Alabama had a total of $152.3 million in total federal funds available for use with its three designated ADHS corridors. This amount included: authorized SAFETEA-LU apportionments for FY 2008 and FY 2009, allocations under various appropriations acts, funding carried over from previous ISTEA and TEA-21 congressional earmarks, and unobligated ADHS apportionments. A more recent ARC status report, Status of the Appalachian Development Highway System as of September 30, 2009, showed that Alabama was apportioned a total of $117.5 million in federal funding for FY 2009 from SAFETEA-LU. This $117.5 million is not exclusively for the use of the Northern Beltline as it is to be shared among the three Alabama ADHS corridors.

As of September 30, 2006, the cost to complete, in federal and state funds, was $178.3 million for Corridor V, $316.1 million for Corridor X, and $2,506.7 million for Corridor X-1 (Northern Beltline). Comprehensive ARC Cost-to-Complete Reports are typically done every five years.

**Segment Selection**

No segment has been "selected" to proceed ahead of any other. All five segments are being designed simultaneously. Progress has been dictated entirely by design elements. Alignment changes in the western section have been necessitated with the reopening of the Vulcan Materials Quarry and the challenges associated with the Hercules Munitions Plant. These types of issues have caused the western segments to fall behind the natural progress of the eastern segments.

Based on this assessment of progress and overall readiness, the roadway segments between U.S. 78 in Graysville and I-59 in northeast Jefferson County have been placed into the Fiscally Constrained portion of the Plan. This is based on the direction of the Alabama Department of Transportation, the lead local agency for the project. It has been determined that the segments identified above should be placed into the Fiscally Constrained portion of the Plan, as funding is reasonably expected to be available to coincide with the progression of the northern/eastern portions of the Northern Beltline’s development.

**Design Considerations**

At present, the Northern Beltline is proposed to be designed as a six-lane, limited/controlled access facility that can achieve interstate status. The discussion about facility design included in the 2035 Regional Transportation Plan is provided as a potential strategy to minimize both the total cost of the roadway facility and its impacts, as well as initiate discussions about how alternative facility designs could preserve the area’s natural aesthetic character while maximizing accessibility and mobility. The discussion is not a recommendation of the Birmingham Metropolitan Planning Organization. Likewise, the Alabama Department of Transportation is not obligated to modify its design for the roadway because of any potential concepts introduced as part of the regional transportation plan development process.
Additional design hearings will be conducted by the Alabama Department of Transportation to address concerns about facility design and routing.

The Regional Planning Commission has requested the Alabama Department of Transportation to provide an updated map of the Northern Beltline corridor that reflects the latest corridor alignment of the design engineering that has been performed.

**Population and Employment Forecasts**

The projections of population and employment were developed using a combination of secondary sources, historic trend analysis, and evaluations of existing and planned developments. A variety of state and nationally-based demographic and economic sources were used to compute the county-wide projections, while sub-county projections for planning districts, census tracts, and traffic analysis zones were developed by the Regional Planning Commission staff based predominantly upon historic trends and known and probable residential and commercial developments identified by the public and private sectors. The projections do, in part, reflect desired regional land development and land use policies.

Appendix 2A of the 2035 Regional Transportation Plan includes detailed information on the Population, Housing and Employment Projections, 2005-2035. Projections for population, housing units and employment are depicted for each planning district in which the Northern Beltline corridor is located.

**Environmental Document Reevaluation**

The Northern Beltline’s approved environmental document is currently being reevaluated. Reevaluation is defined under 23 CFR 771.129 to be “A written evaluation of the final Environmental Impact Statement will be required before further approvals may be granted if major steps to advance the action (e.g., authority to undertake final design, authority to acquire a significant portion of the right-of-way, or approval of the plans, specifications and estimates) have not occurred within three years after the approval of the final Environmental Impact Statement, final Environmental Impact Statement supplement, or the last major Administration approval or grant.”

The Northern Beltline’s original Environmental Impact Statement was approved by the Federal Highway Administration in 1997. However, because it has been in excess of three years since the environmental document was approved and there was no significant action taken towards implementation of the project during that time period, a reevaluation of the document became necessary.

The reevaluation of the roadway segment between SR79 and SR75 was completed and approved by the Federal Highway Administration. However, the reevaluation of the roadway’s other segments are ongoing or pending approval.

The Birmingham 2035 Regional Transportation plan stated, in error, that a supplemental environmental impact statement was being prepared in order to evaluate indirect and cumulative impacts. It should read that the environmental impact statement is being reevaluated. This will be corrected in the final version of the Plan document.
The U.S. Environmental Protection Agency (EPA) comments regarding the routing of the Northern Beltline have been addressed in the final environmental impact statement which was approved by the Federal Highway Administration in 1997.

The reevaluation will document changes that have occurred either to the project area or modifications that have been made to the project scope since approval of the original environmental document. It will include an evaluation of indirect and cumulative impacts of the entire project. Social, economic and environmental concerns such as infrastructure and community cohesion are addressed in the analysis. Individuals and/or organizations that wish to provide comments regarding the routing of the Northern Beltline will have an opportunity to do so during the public involvement process that will accompany the development of the environmental reevaluation process.

It is consistent to include the Northern Beltline in the 2035 Regional Transportation Plan before completion and approval of the environmental reevaluation. Federal regulations state that the Regional Transportation Plan include “A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. This discussion may focus on policies, programs or strategies, rather than at the project level.” (23C.F.R. §450.322(f) (7)). Table 7.1, Environmental Screening Matrix for Roadway Capacity Projects, Page 7-19 of the 2035 Regional Transportation Plan, identifies potential impacts of the Northern Beltline, used to assist state, regional, and local agencies involved in project-level mitigation.

**Air Quality Impacts**
The Birmingham MPO conducts assessments of the air quality impacts of the transportation system proposed in the 2035 Regional Transportation Plan. The Northern Beltline is one of 54 roadway capacity projects that have been assessed, as an aggregate, against a U.S. Environmental Protection Agency approved regional emissions budget for ground level ozone (O3), which consists of nitrogen oxides (NOx), and volatile organic compounds (VOCs).

The air quality conformity determination focuses on whether or not the 2035 Regional Transportation Plan meets or exceeds the total amount of the allowable levels for each of these pollutants. All emissions estimates are calculated to be less than the budgeted emissions for all test years (2009, 2015, 2017, 2025, and 2035). Table 5.1.1 on page 5-1 in the Air Quality Conformity Determination Report illustrates the current emissions estimates and budgets.

In addition to ground level ozone, the Plan must conform to air quality standards for particulate matter smaller than 2.5 microns (PM2.5). The U.S. Environmental Protection Agency is currently reviewing the emission budgets for PM2.5. However, in the meantime, all PM2.5 emissions must be less than an established baseline. Table 5.2.1 on page 5-2 of the Air Quality Conformity Determination Report, shows that the draft Birmingham 2035 Regional Transportation Plan’s future year emissions are below the baseline PM2.5 emissions.

At the project level, the air quality impacts for the Northern Beltline have been assessed by the Alabama Department of Transportation as a part of the environmental assessment process.
Specifically, the assessment considered the impact of particulate matter finer than 2.5 microns (PM2.5). The particulate matter evaluation determines that the proposed Northern Beltline meets project-level conformity requirements, and the proposed project will not cause or contribute to a new violation of the annual PM2.5 National Ambient Air Quality Standards (NAAQS), increase the frequency or severity of a violation, or delay timely attainment of the annual PM2.5 NAAQS. This determination was reached through interagency consultation, which included the Environmental Protection Agency, Federal Highway Administration, Federal Transit Administration, Alabama Department of Environmental Management, Birmingham Metropolitan Planning Organization (Regional Planning Commission), Birmingham-Jefferson County Transit Authority, and the Jefferson County Department of Health.

Detailed information is contained in a report entitled “Birmingham Northern Beltline PM2.5 Qualitative Hot-Spot Analysis, Prepared for Alabama Department of Transportation, February 20, 2008” and is located at: http://www.dot.state.al.us/Docs/Bureaus/Design/Environmental/NORTHERN+BELTLINE.htm

**Project Prioritization Methodology**

The project prioritization methodology utilized by the Birmingham Metropolitan Planning Organization was designed so that it places priority on projects and programs that best accomplish a set of regional goals for the development of the region’s transportation system. These goals speak to:

1. Transportation system sustainability.
2. Transportation system accessibility and connectivity.
3. Development of a transportation system that emerges from a community-driven planning process.

In addition to placing priority on projects and programs that best accomplish the regional goals, the project prioritization methodology places emphasis on projects that address existing and future congested areas. Congestion accounts for 50% of the overall project prioritization score. This approach directs resources to fix existing and emerging problem areas. At the same time it also focuses resources to develop a transportation system that is:

1. Sustainable and maintained in a state of good repair over time.
2. Accessible by users of all travel modes.
3. Provides connections to other transportation system elements and areas of economic activity and development.
4. Well thought-out and widely supported by the residents and businesses that will be most affected as evidenced by the existence of an adopted planning document.

Roadway capacity projects are grouped into three priority categories, in accordance with the project prioritization methodology documented in Section 5.6, Page 5-145, and Appendix 5D of the 2035 Regional Transportation Plan. These include high priority, medium priority and low priority categories. Corridor X-1/Northern Beltline is identified as a medium priority project included in the Fiscally Constrained portion of the 2035 Regional Transportation Plan. The following is a summary of the major project prioritization goals related to the Northern Beltline:
1. The Northern Beltline is a new facility so it does not experience congested conditions, an important project prioritization factor given the emphasis to address congestion. The amount of existing and forecast traffic that is currently traveling on I-20/59 through downtown Birmingham that will shift and use the Northern Beltline would range from one to three percent. The Northern Beltline would reduce truck traffic in the I-20/I-59/I-65 route interchange by providing an alternate route for trucks that currently use the Corridor X/I-65 South corridor.

2. The Plan gives preference to projects that maintain and/or preserve existing facilities, and minimize the overall amount of new regional roadways that will need to be maintained over time. There would be long-term facility operations and maintenance related to the Northern Beltline.

3. The Northern Beltline receives favorable marks for both safety and security because overall, the facility improves traveler safety by providing for a better roadway system and also provides improved roadway system resilience/redundancy. Redundancy is defined as the ability to utilize backup systems for critical parts of the system that fail. The Northern Beltline would serve as a redundant route that could serve as an emergency route. In addition, the project positively addresses accessibility and mobility concerns by making areas that are very hard to reach more accessible. It also enables travelers to travel further in shorter amounts of time, again providing increased access to goods, services, and opportunities.

4. Forecast diesel truck volumes on the Northern Beltline are between 11-12% of the total forecast traffic, which is not overly significant. Significant percentages would be anything at or above 20%, which is the average percentage of truck traffic currently traveling on I-20 in the eastern portion of the study area and along U.S.78 West. However, trucks traveling on I-59/20 through downtown Birmingham, especially from Corridor X/I-65, would divert to the Northern Beltline if a connection was included to I-20 near Leeds.

5. The Northern Beltline, as currently planned, does not facilitate travel by multimodal or non-motorized travel modes. The Plan stresses the consideration of multimodal projects and gives preference to projects that either support or complement non-motorized travel. While the Northern Beltline is proposed to be an interstate level project, there are numerous examples from around the United States that show how multi-modalism might be accomplished. One such example is the T-REX project along I-25 in Denver, Colorado. T-REX incorporated public transportation and non-motorized travel into the overall project in order to achieve multi-modalism.

6. The level of potential environmental impacts may be significant. The Plan emphasizes a preference for projects that will have minimal impacts to the natural and built environment. While the actual level of impact is determined through the reevaluation of the environmental impact statement, the level of environmental documentation necessary to make this determination implies that the project will likely have some impacts that will need to be mitigated.
**Economic Impacts**
In June 2008, the Appalachian Regional Commission completed an economic report for the Appalachian Development Highway System entitled “Economic Impact Study of Completing the Appalachian Development Highway System.” The study reveals that as a whole, the ADHS will generate about three dollars in economic benefit for every one dollar spent on developing the system.

Additionally, benefits are realized in travel-time savings (cost per hour), travel-time reliability (travel time percent variability), and fuel consumption costs (cost per gallon). Each of these has definitive positive impacts on the movement of freight and goods between markets. The study also shows that positive monetary and quality of life benefits would be experienced as a result of improved traveler safety and crash reductions. This does not include the benefits that will be experienced from improved wages, reduced industry costs, and increased tourism. Finally, the study shows that completion of the ADHS would improve the overall accessibility to labor markets, buyer and supplier markets, and consumer markets.

While the ARC report was not specific to the Northern Beltline, the results can be anecdotally applied. The economic benefits of the Northern Beltline to the Birmingham metropolitan planning area, and particularly those communities directly served by the roadway, can be assumed to be proportionate to the overall findings of the study.

With that being said, support for metropolitan economic vitality, especially by enabling global competitiveness, productivity, and efficiency, is one of eight federal planning factors that both metropolitan planning organizations and state departments of transportation are required to consider in their planning functions. All eight of the federal planning factors are incorporated into the three regional transportation plan goals, and economic vitality was considered as a component in the accomplishment of the goals.

Additionally, the 2035 Regional Transportation Plan calls for supporting the economic vitality of existing and emerging activity centers and regional mobility hubs through the provision of both motorized and non-motorized transportation, particularly as it relates to long term system sustainability. This strategy does not discuss the provision of transportation infrastructure that would facilitate intraregional shifts of population and employment into unsustainable development patterns. Chapter 5, Section 5.3.3 of the 2035 Regional Transportation Plan provides additional discussion about the transportation/land use connection and its impact on economic vitality. Chapter 5, Section 5.3.5, and Appendix 5A of the 2035 Regional Transportation plan discusses activity centers and mobility hubs in more detail.

**Land Use Planning**
The Regional Planning Commission recommends that future land use and transportation impacts be addressed, at a minimum, for the intersecting roadways along the Northern Beltline corridor. A “Northern Beltline Intersecting Roadways Plan: A Transportation and Land Use Vision” has been developed for the cities of Clay, Graysville and Hueytown.

A Major Street Plan has been developed for each community that identifies not only typical sections for each roadway but also multimodal design components for pedestrians, bicyclists and
transit. This project used a context sensitive approach that includes the views of the community in the design of roadways at the local level and was done in cooperation with public officials, citizens and the business community by initiating a process of planning for improvements to the local roadways that intersect the future Northern Beltline.

The information included in the Plan is a resource for communities as they grow and can be applied to other interchange areas. Graysville and Hueytown have subsequently developed implementing development guidelines such as form based code and a tax increment finance district. More information on the Plan is located at: http://www.bhammpo.org/studies/intersectingroadways.htm
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APPENDIX A

(Outreach Notification)
Public Involvement Meeting

2035 Birmingham Regional Transportation Plan, Rebalanced FY 2008-2011 Transportation Improvement Program and Air Quality Conformity

Purpose: To obtain public comments on the 2035 Regional Transportation Plan, Rebalanced FY 2008-2011 Transportation Improvement Program and Air Quality Conformity for Jefferson and Shelby Counties.

Sponsored by: Regional Planning Commission of Greater Birmingham (RPCGB) on behalf of the Birmingham Metropolitan Planning Organization (MPO).

Wednesday, April 21, 2010
12:00 p.m. - 3:00 p.m.
Open House Format with Presentation at 12:30 p.m.
Regional Planning Commission of Greater Birmingham
First Floor Conference Room
1731 First Avenue North - Birmingham, AL

You are cordially invited to attend and participate in this public involvement meeting. Visit www.bhammpo.org, Upcoming Events for additional information.

Anyone requiring special accommodations should contact Cissy Edwards Crowe at RPCGB (205-251-8139) at least one week in advance.
Transportation
Public Involvement Meeting

2035 Birmingham Regional Transportation Plan, Rebalanced FY 2008-2011 Transportation Improvement Program and Air Quality Conformity

Purpose: To obtain public comments on the 2035 Regional Transportation Plan, Rebalanced FY 2008-2011 Transportation Improvement Program and Air Quality Conformity for Jefferson and Shelby Counties.

Sponsored by: Regional Planning Commission of Greater Birmingham (RPCGB) on behalf of the Birmingham Metropolitan Planning Organization (MPO).

Wednesday, April 21, 2010, 12:00 p.m. - 3:00 p.m.
Open House Format with Presentation at 12:30 p.m.
Regional Planning Commission of Greater Birmingham First Floor Conference Room, 1731 First Avenue North- Birmingham, AL

You are cordially invited to attend and participate in this public involvement meeting. Visit www.bhammpo.org, Upcoming Events for additional information. Anyone requiring special accommodations should contact Cissy Edwards Crowe at RPCGB (205-251-8139) at least one week in advance.
April 2, 2010

MEMORANDUM

TO: Metropolitan Planning Organization
   Transportation Citizens Committee
   Transportation Technical Committee

FROM: William R. Foisy, Director, Transportation Planning

SUBJECT: Public Involvement Meeting
   April 21, 2010

A Public Involvement Meeting to discuss and listen to public comments on the 2035 Birmingham Regional Transportation Plan, Rebalanced FY2008-2011 Transportation Improvement Program and Air Quality Conformity for Jefferson and Shelby Counties will be held on Wednesday, April 21, 2010, 12:00 p.m. – 3:00 p.m. at the Regional Planning Commission of Greater Birmingham, 1731 First Avenue North, Birmingham, First Floor Conference Room. This will be an open house format with a presentation at 12:30 p.m.

To review all documents to be presented, please visit www.bhammpo.org, then go to Upcoming Events.

Thank you and I look forward to seeing you at the meeting.

WRF: cec
April 5, 2010

Dear Librarian:

The Regional Planning Commission of Greater Birmingham, on behalf of the Birmingham Metropolitan Planning Organization, will be holding a public involvement meeting **Wednesday, April 21, 2010, from 12:00pm-3:00pm at the Regional Planning Commission of Greater Birmingham located at 1731 1st Avenue North, Birmingham, AL 35203.**

The purpose of this meeting is to obtain public comments on the **Proposed 2035 Birmingham Regional Transportation Plan, Rebalanced FY2008-2011 Transportation Improvement Program and Air Quality Conformity Determination for Jefferson and Shelby Counties.**

**The format for the meeting will be an open house with a presentation at 12:30pm. Those in attendance can review the plans and projects and ask questions at their convenience.**

We would appreciate your support by placing the fliers in a prominent place for your patrons. If you are in need of more materials, please do not hesitate to call me at the Regional Planning Commission of Greater Birmingham, (205) 251-8139.

Thank you for your help.

Sincerely,

Cissy Edwards Crowe
Regional Planning Commission of Greater Birmingham
March 25, 2010

Dear Neighborhood Association President:

The Regional Planning Commission of Greater Birmingham, on behalf of the Birmingham Metropolitan Planning Organization, will be holding a public involvement meeting Wednesday, April 21, 2010, from 12:00pm-3:00pm at the Regional Planning Commission of Greater Birmingham located at 1731 1st Avenue North, Birmingham, AL 35203.

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We would appreciate your support by distributing the fliers in your neighborhood. If you are in need of more materials, please do not hesitate to call me at the Regional Planning Commission of Greater Birmingham, (205) 251-8139.

Thank you for your help.

Sincerely,

Cissy Edwards Crowe
Regional Planning Commission of Greater Birmingham
On this 19th day of April, A.D. Two Thousand, and Ten, Paul McCarty declares that he is an Accounting Clerk of "The Birmingham News" published in the City of Birmingham, in the County of Jefferson, in the State of Alabama, and that the advertisement, a true copy of which is herewith attached, appeared in "The Birmingham News" on the following dates:

April 18, 2010
April 07, 11, 14, 2010

Signed - Paul McCarty

State of Alabama
County of Jefferson

On 04-19-10, 2010, Paul McCarty personally appeared before me, who is personally known to me to be the signer of the above document, and he acknowledged that he signed it.

Latonia Yvette Billingsley, Notary Public

My Commission Expires August 8, 2012
Publisher’s Certificate of Publication

STATE OF ALABAMA
SHELBY COUNTY

Personally appeared before me, the undersigned Notary Public, in and for said state and county, Tim Prince, who, being duly sworn according to the law deposes and says that he is Publisher of the Shelby County Reporter, a newspaper published in said county, and the publication of a certain notice, a true copy of which is hereto affixed, has been made in said newspaper 2 week(s) consecutively, to-wit in issues thereof dated as follows:


1 day of April, 2010
14 day of April, 2010

day of ____________, 2010

day of ____________, 2010


Publisher, Shelby County Reporter

Sworn to and subscribed before me this 14 day of

April, 2010.

Notary Public,
State of Alabama at large

My commission expires 05-02-2010
AFFIDAVIT OF PUBLICATION

James E. Lewis, Sr.
President/Publisher of
The Birmingham Times
Agents for the State of Alabama, County of Jefferson

On this day: 4/26/10

personally appeared before me, Mary Jo Robinson, Notary Public, in and for the County and State afore said: James E. Lewis, Sr., who being duly sworn according to law, declares that he is the President/Publisher of The Birmingham Times Publication, in the City of Birmingham and in the County of Jefferson, State of Alabama, that the advertisement, a true copy of which, is herewith attached, appeared in The Birmingham Times on the following dates:

1. 4/6/10
2. 4/15/10
3.
4.
5.

Signed: James E. Lewis

Subscribed and sworn to me, Mary Jo Robinson, this day: 4/26/10

MY COMMISSION EXPIRES: July 25, 2012

Notary Public
BIRMINGHAM-SHUTTLESWORTH INTERNATIONAL AIRPORT
BIRMINGHAM AIRPORT AUTHORITY

Sealed bids will be received by the Birmingham Airport Authority, the "Authority," located at 5600 Airport Highway, Birmingham, AL 35212, for the Hazardous Materials Abatement and Demolition of Residential Structures and Related Facilities - AIP Project # 9086, 7108, 7208, 7609, and 7809 - RFP # 9090091-10-03.

All bids shall be addressed to:
Birmingham Airport Authority
5600 Airport Highway
Birmingham, Alabama 35212

Attention: Mr. James Ray, Jr., Vice President, Engineering and Development

A pre-bid conference with a non-refundable printing cost at the location listed below:
Birmingham Airport Authority
5600 Airport Highway
Birmingham, Alabama 35212

Note: This bid is for work on the following projects:
1. Hazardous Materials Abatement and Demolition of Residential Structures and Related Facilities - AIP Project # 9086, 7108, 7208, 7609, and 7809 - RFP # 9090091-10-03

STATE OF ALABAMA
COUNTY OF Jefferson
LEGAL NOTICE
Notice is hereby given in accordance with Section 10 of the Constitution of the State of Alabama and the City of Pelham, Omants, and have issued the following final settlement of said Contract: All persons having any claim for labor, materials, or otherwise in connection with this project should immediately notify:
Mark Burns, Jr., Tyler, Burns,
Bennett Building, Inc.
1041 Morgan Park Rd.
Pelham, AL 35124
(205) 403-6511

Fire Station
Town of Brookside, Alabama
Pelham

ADVERTISMENT FOR BIDS
Sealed proposals will be received by Birmingham City Schools at the office of the Superintendent, 3500 University Blvd., Birmingham, Alabama 35212. Industry accepted emails to the Superintendent, 3500, no later than 10:00 a.m. Thursday, April 22, 2010. Written proposals must be submitted in person by 4:00 p.m. Thursday, April 22, 2010. Written proposals will be opened in the presence of the bidder at 4:00 p.m. Thursday, April 22, 2010. The above information is available in the office of the Manager - System Development at 3500 First Floor, North. A mandatory Pre-Bid Conference will be held on Wednesday, April 21, 2010 at 10:00 a.m. in the Conference Room located on the First Floor of the Main Campus Building. The address shown above. Bids must be received for public opening at 10:30 a.m. Wednesday, May 5, 2010 at 10:30 a.m. in the Conference Room located on the First Floor at the address shown above. Prequalification information is available in the office of the Manager - System Development and is posted, but is not final.
For Immediate Release
April 14, 2010

Contact: Greg Wingo, (205) 251-8139
Regional Planning Commission of
Greater Birmingham

Public Involvement Meeting
2035 Birmingham Regional Transportation Plan,
Rebalanced FY 2008-2011 Transportation Improvement
Program and Air Quality Conformity

Purpose: To obtain public comments on the 2035 Regional Transportation Plan,
Rebalanced FY 2008-2011 Transportation Improvement Program and Air Quality
Conformity for Jefferson and Shelby Counties.

Sponsored by: Regional Planning Commission of Greater Birmingham
(RPCGB) on behalf of the Birmingham Metropolitan Planning Organization
(MPO).

Wednesday, April 21, 2010, 12:00 p.m. - 3:00 p.m.
Open House Format with Presentation at 12:30 p.m.
Regional Planning Commission of Greater Birmingham
First Floor Conference Room, 1731 First Avenue North- Birmingham, AL

You are cordially invited to attend and participate in this public involvement
meeting. Visit www.bhammpo.org, Upcoming Events for additional information.
Anyone requiring special accommodations should contact Cissy Edwards Crowe
at RPCGB (205-251-8139) at least one week in advance.

***
April 20, 2010

*****Media Advisory ****

EVENT: Public Involvement Meeting

DATE: April 21, 2010

TIME: 12:00 p.m. – 3:00 p.m.

PLACE: Regional Planning Commission of Greater Birmingham
1st Floor Conference Room
1731 1st Avenue North, Birmingham, AL

COMMENTS: The public is invited to ask questions and comment on the
Birmingham Metropolitan Planning Organization’s Draft
2035 Regional Transportation Plan, Rebalanced FY 2008-
2011 Transportation Improvement Program and Air Quality
Conformity for Jefferson and Shelby Counties. Visit
www.bhammpo.org, for additional information. This
public meeting is sponsored by the Regional Planning
Commission of Greater Birmingham (RPCGB) on behalf of
the Birmingham Metropolitan Planning Organization
(MPO).

CONTACT: Greg Wingo, Marketing Specialist
Regional Planning Commission of Greater Birmingham on
behalf of the Birmingham Metropolitan Planning
Organization (MPO)
Telephone: (205) 251-8139
Email: gwingo@rpcgb.org

###
APPENDIX B

(Information Distributed)
Birmingham
2035 Regional Transportation Plan (RTP)

The Long Range Transportation Plan for the Birmingham Metropolitan Planning Area
Summary Information
Public Involvement Meeting, April 21, 2010
For
2035 Birmingham Regional Transportation Plan,
Rebalanced FY2008-2011 Transportation Improvement Program and
Air Quality Conformity Determination

2035 Birmingham Regional Transportation Plan (RTP)
As a condition to the receipt of federal transportation project funds, each metropolitan area, under the auspices of the Metropolitan Planning Organization (MPO) must prepare a transportation plan addressing no less than a 20-year planning horizon. The transportation plan must include both long-range and short-range strategies and actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

A current 2030 Long-Range Transportation Plan was adopted by the Birmingham MPO in August 2005, with amendments in March 2006 and November 2008. A 2035 Birmingham Regional Transportation Plan (RTP), February 2010, has been developed to include the following Chapters:

1. Introduction
2. State of the Region
3. Goals and Objectives
4. Transportation System Needs Assessment
5. Transportation Investment Strategy
6. Financial Plan
7. Environmental Considerations
8. Plan Implementation

The document is located at www.bhammpo.org, Upcoming Events and summarized in the accompanying enclosures.

FY2008-2011 Transportation Improvement Program (TIP)
The Transportation Improvement Program is a short-range plan that applies funding to projects drawn from the Regional Transportation Plan.

A FY2008-2011 Transportation Improvement Program was adopted in September 2007 and has been rebalanced yearly for each upcoming fiscal year. Revisions to the FY2008-2011 Birmingham TIP are being proposed in order to ensure the amount of funding for programmed projects does not exceed expected revenues. SAFETEA-LU requires that the cost of projects not exceed levels of funding committed or reasonably expected to
be available. The “rebalancing” is done by the ALDOT for state funded projects and by the MPO for Surface Transportation Program (STPBH) and Congestion Mitigation Air Quality Program (CMAQ) projects.

Projects included in the STPBH and CMAQ programs advance the MPO’s goals of improving travel conditions for all modes of transportation. Funding is included for transit, paratransit, bicycle facilities, sidewalks, multiuse trails and roadway improvements. Funding is also included for continued CommuteSmart activities, Air Quality activities and Intelligent Transportation System (ITS) projects.

A proposed rebalanced FY2010 Transportation Improvement Program for FY2008-2011 TIP is located at www.bhammpo.org, Upcoming Events and summarized in the accompanying enclosures.

**Transportation Air Quality Conformity**

Transportation conformity determination is an analytical process required of MPOs pursuant to the Clean Air Act. Under the metropolitan planning requirements, projects cannot be approved, funded or advanced through the planning process or implemented unless those projects are in a fiscally constrained and conforming Regional Transportation Plan and Transportation Improvement Program.

The Clean Air Act requires the State to develop a State Implementation Plan that addresses each pollutant for which the State fails to meet the air quality standards. The State Implementation Plan indicates how the State intends to meet the standards on schedules prescribed in the Clean Air Act. In the Birmingham area, Jefferson and Shelby counties are in attainment for the eight-hour ozone standard but are in non-attainment for the Particle Pollution (PM2.5) standard.

Transportation officials are responsible for finding ways to reduce emissions from on-road mobile sources, such as card and trucks linked to highway and transportation infrastructure. An emissions reduction target for mobile (transportation) sources, approved by the Environmental Projection Agency, is referred to as a “motor vehicle emissions budget.” This budget represents the highest level or ceiling of emissions allowed from all highway projects included in the Long-Range Transportation Plan and Transportation Improvement Program. The charts depicted in the accompanying enclosures show that emissions from transportation projects included in the 2035 Regional Transportation Plan fall well within the emissions budget.

A 2009 Air Quality Conformity Determination Report is located at www.bhammpo.org, Upcoming Events.
An agreement, executed in February 1982 and amended in December 1991 and May 1995, exists for the purpose of administering the urban transportation planning process in the Birmingham Urbanized Area under Federal Highway Administration, Federal Transit Administration and Environmental Protection Agency Programs. The agreement is among:

- Alabama Department of Environmental Management (ADEM)
- Alabama Department of Transportation (ALDOT)
- Birmingham-Jefferson County Transit Authority (BJCTA)
- Regional Planning Commission of Greater Birmingham (RPCGB)
- Jefferson County Department of Health (JCDH)
- Birmingham Metropolitan Planning Organization (MPO)
MPO Subcommittee
The purpose of the MPO Subcommittee is to provide recommendations to the MPO related to the MPO responsibilities. The MPO Subcommittee shall conduct activities that result in an action by the MPO concerning any of these legal responsibilities. It may also at times confer with the RPC Board of Directors.

Transportation Technical Committee
This committee makes recommendations to the MPO regarding the documents and materials necessary for the MPO annual endorsement. They make recommendations to the MPO regarding the elements of the urban transportation planning process necessary to meet the requirements for certification. They assist the Regional Planning Commission of Greater Birmingham, where possible, in the development of specific program solutions to area wide needs as identified through community research and public meetings.

Transportation Citizens Committee
This committee makes recommendations to the MPO regarding the documents and materials necessary for the MPO annual endorsement. They make recommendations to the MPO regarding the elements of the urban transportation planning process necessary to meet the requirements for certification. They assist the Regional Planning Commission of Greater Birmingham, where possible, in the development of specific program solutions to area wide needs as identified through community research and public meetings. They coordinate transportation planning activities related to public transit with the Transit Advisory Committee of Birmingham Jefferson County Transit Authority.
Chapter 1: INTRODUCTION - Presents the introduction to the RTP.

Chapter 2: STATE OF THE REGION - Presents the “State of the Region” in terms of growth and development trends, and how these changes have and continue to influence transportation demands in the Birmingham metropolitan planning area. Additionally, Chapter 2 describes existing transportation systems, including all surface transportation travel modes for people and freight.

Chapter 3: RTP GOALS AND OBJECTIVES - Presents the RTP goals and objectives.

Chapter 4: TRANSPORTATION SYSTEM NEEDS ASSESSMENT - Presents an assessment of transportation needs and demands within in the metropolitan planning area over the twenty-five (25) years from various directions including the travel demand model, freight needs and intermodal considerations, community input, and other factors (including Environmental Justice and NEPA).

Chapter 5: TRANSPORTATION INVESTMENT STRATEGY - Presents the actual transportation plan, identifying transportation strategies and proposed programs and projects. This would include strategies to improve system operations and expand capacity. It also cuts across multiple travel modes and addresses issues related to non-motorized travel, incident and emergency response, public transit services, and human service transportation.

Chapter 6: FINANCIAL PLAN - Presents transportation analysis of the existing financial environment for transportation system development, the expected future conditions to include a gap analysis, and a financial plan showing expected and potential sources of funding, their appropriateness for use in the Birmingham metropolitan planning area, and their likely availability. Chapter 6 concludes with a financially constrained project plan and an illustrative list of important transportation projects that cannot be accommodated within the anticipated cost constraints of the Birmingham MPO.

Chapter 7: ENVIRONMENTAL CONSIDERATIONS - Addresses environmental issues, and specifically identifies the Birmingham metropolitan planning area’s approach to federal requirements for consultation and mitigation. It also begins a regional conversation on climate change and the role that the transportation planning process might play in addressing it.

Chapter 8: PLAN IMPLEMENTATION AND MONITORING - Looks at implementation strategies for the RTP.
Goal 1: Transportation System Sustainability
Manage, maintain, and enhance the transportation system to ensure efficient, safe, convenient, and economical movement of people and goods.

Goal 2: Transportation System Integration and Connectivity
Develop and maintain a regional transportation system that integrates land use and transportation, improving the traveler’s ability to move around the region and provide access to services and opportunities.

Goal 3: Community Driven Transportation Planning Process
Develop an open and transparent transportation planning process that is based on involving the community in the transportation decision making process, and is built upon locally developed and adopted plans.
Demographics: Population Changes 2005-2035

Planning District Descriptions

JEFFERSON COUNTY PLANNING DISTRICTS
1 CENTRAL AREA
2 FIVE POINTS SOUTH
3 SOUTHSIDE/AVONDALE/CRESTWOOD
4 EASTLAKE/WOODLAWN
5 TARRANT/AIRPORT
6 NORTH BIRMINGHAM
7 PRATT CITY/ENSLEY
8 WESTEND/ENSLEY
9 HOMewood
10 MOUNTAIN BROOK/LIBERTY PARK
11 IRONDALE/LEEDS
12 CENTER POINT/ROEBUCK
13 GARDENDALE/FULTONDALE
14 ADAMSVILLE/GRAYSVILLE
15 PLEASANT GROVE/HUEYTOWN
16 FAIRFIELD
17 BESSEMER/BRIGHTON
18 SOUTH BESSEMER/OXMOOR
19 HOOVER/VESTAVIA HILLS
20 TRUSSVILLE
21 WARRIOR/SAYRE
22 MULBERRY FORKS/NORTH JOHNS

SHELBY COUNTY PLANNING DISTRICTS
S1 NORTHWEST SHELBY
S2 HOOVER
S3 NORTHERN SHELBY
S4 PELHAM/ALABASTER/HELENA
S5 MONTEVALLO
S6 MIDDLE SHELBY
S7 HARPERSVILLE/WILSONVILLE
S8 SOUTHERN SHELBY

<table>
<thead>
<tr>
<th>Population Change</th>
<th>2005</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jefferson</td>
<td>659,397</td>
<td>671,306</td>
</tr>
<tr>
<td>Shelby</td>
<td>170,807</td>
<td>317,341</td>
</tr>
<tr>
<td>Total</td>
<td>830,204</td>
<td>988,647</td>
</tr>
</tbody>
</table>
Demographics: Employment Changes 2005-2035

Planning District Descriptions

JEFFERSON COUNTY PLANNING DISTRICTS
1. CENTRAL AREA
2. FIVE POINTS SOUTH
3. SOUTHSIDE/AVONDALE/CRESTWOOD
4. EASTLAKE/WOODLAWN
5. TARRANT/AIRPORT
6. NORTH BIRMINGHAM
7. PRATT CITY/ENSLEY
8. WESTEND/ENSLEY
9. HOMEWOOD
10. MOUNTAIN BROOK/LIBERTY PARK
11. IRONDALE/LEEDS
12. CENTER POINT/ROEBUCK
13. GARDENDALE/FULTONDALE
14. ADAMSVILLE/GRAYSVILLE
15. PLEASANT GROVE/HUEYTOWN
16. FAIRFIELD
17. BESSEMER/BRIGHTON
18. SOUTH BESSEMER/OXMOOR
19. HOOVER/VESTAVIA HILLS
20. TRUSSVILLE
21. WARRIOR/SAYRE
22. MULBERRY FORKS/NORTH JOHNS

SHELBY COUNTY PLANNING DISTRICTS
S1. NORTHWEST SHELBY
S2. HOOVER
S3. NORTHERN SHELBY
S4. PELHAM/ALABASTER/HELENA
S5. MONTEVALLO
S6. MIDDLE SHELBY
S7. HARPERSVILLE/WILSONVILLE
S8. SOUTHERN SHELBY

Employment Change

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2035</th>
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<tbody>
<tr>
<td>Jefferson</td>
<td>331,625</td>
<td>421,710</td>
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<tr>
<td>Shelby</td>
<td>67,576</td>
<td>123,965</td>
</tr>
<tr>
<td>Total</td>
<td>830,204</td>
<td>988,647</td>
</tr>
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</table>
### Public Transportation

#### Regional Transit Map

![Regional Transit Map](image)

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### Bus Alternate

<table>
<thead>
<tr>
<th>Types of Service</th>
<th>Service Location</th>
<th>Total Cost</th>
<th>Implementation Time frame (years)</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Bus Service</td>
<td>Existing Bus Routes and Proposed Service Changes</td>
<td>$2,352,796 / $20,347,784</td>
<td>0-5</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>Sub-Total</td>
<td>$2,352,796 / $20,347,784</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Express/Enhanced Bus Services</td>
<td>Bus Rapid Transit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ITP</td>
<td>$2,147,750,008 / $3,514,125</td>
<td>0-5</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>US 280</td>
<td></td>
<td>5-15</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>Bessemer BRT - US 11</td>
<td></td>
<td>15+</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>Express Bus Service</td>
<td>$9,950,000 / $3,294,375</td>
<td>5-15</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>Enhanced Bus</td>
<td>$25,638,600 / $11,572,500</td>
<td>5-15</td>
<td>Medium</td>
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<tr>
<td></td>
<td>Sub-Total</td>
<td>$250,363,608 / $18,381,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Bus Services</td>
<td>Cross Town Connections</td>
<td>$18,087,650 / $13,192,850</td>
<td>5-15</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>Circulator Services</td>
<td>$12,540,000 / $8,919,075</td>
<td>0-5</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>Sub-Total</td>
<td>$30,627,650 / $22,111,925</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$283,344,054 / $60,840,709</td>
<td></td>
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</tr>
</tbody>
</table>

**Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Public Transportation is $84 million**
Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Non-Motorized Travel is $28 million
System Management and Operations Program: Safety

Regional Safety Strategies

Emphasis Area 1:
Improve the Quality, Availability, and Usability of Crash Related Data

Emphasis Area 2:
Address Congestion Related Crashes

Emphasis Area 3:
Support Multi-Agency/Multi-Jurisdictional Cooperation

Emphasis Area 4:
Improve the Ability of First Responders

Safety Action Plan

- Support the Alabama Department of Transportation’s Highway Safety Plan recommendations
- Provide high-quality crash data
- Improve communication between law enforcement, medical professionals, and crash data users
- Address unsafe locations and behaviors, as well as at-risk transportation users, through engineering, enforcement, and education
- Support multi-agency and inter-jurisdictional collaboration to share information and reduce redundant efforts

Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Systems Management and Operations is $39 million
Transportation System Security Strategies

**Strategy 1:**
Work to promote and strengthen local emergency preparedness efforts in the Birmingham metropolitan transportation planning area by acting as a convener, coordinator, communicator, and advocate for training, planning, partnering, and funding opportunities from local, state, federal, or private resources.

**Strategy 2:**
Promote the improvement and maintenance of the transportation network to address issues related to homeland security and emergency preparedness.

**Strategy 3:**
Promote and encourage prioritization of projects and policies that incorporate emergency and security aspects.

*Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Systems Management and Operations is $39 million*
Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Systems Management and Operations is $39 million
Freight Data Collection and Outreach Needs - A critical first step for the Birmingham MPO to begin its freight movement planning program is to first determine what data is available and what data is needed in order to identify information “gaps.”

Freight Specific Capacity/Geometric Needs - The historic development of Birmingham as an industrial city nestled within a rural environment coupled with the chronic underfunding of its transportation system has resulted in the development of industrial and/or manufacturing facilities located along roadways having rural characteristics.

Freight Network Redundancy - Many of the primary interstate and interregional freight travel corridors within the Birmingham metropolitan planning area’s transportation system have parallel corridors that provide redundancy that allows for diversion in the event of an emergency.

Intermodal Facility Needs - The Birmingham Intermodal Management System identified deficiencies in the freight transportation infrastructure network.

Table 4.3 Birmingham Intermodal Freight Facilities

<table>
<thead>
<tr>
<th>Intermodal Freight Facility Name</th>
<th>Intermodal Freight Facility Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Birmingham International Airport</td>
<td>Air Cargo</td>
</tr>
<tr>
<td>2. Colonial Pipeline Birmingham Delivery Facility</td>
<td>Pipeline Terminal</td>
</tr>
<tr>
<td>3. Liquid Natural Gas Facility – City of Trussville</td>
<td>Pipeline Terminal</td>
</tr>
<tr>
<td>4. Port Birmingham aka Birminghamport</td>
<td>Inland Port</td>
</tr>
<tr>
<td>5. Thomas Yard – Burlington Northern</td>
<td>Railroad</td>
</tr>
<tr>
<td>6. Dixie Hub at Thomas Yard – Burlington Northern</td>
<td>Railroad</td>
</tr>
<tr>
<td>7. Irondale Intermodal Terminal – Norfolk Southern</td>
<td>Railroad</td>
</tr>
<tr>
<td>8. Boyles Yard – CSX</td>
<td>Railroad</td>
</tr>
<tr>
<td>9. Yellow Freight System</td>
<td>Trucking</td>
</tr>
<tr>
<td>10 Consolidated Freightways</td>
<td>Trucking</td>
</tr>
<tr>
<td>11. Roadway Express</td>
<td>Trucking</td>
</tr>
<tr>
<td>12. TCW-Tennessee Express Cartage</td>
<td>Trucking</td>
</tr>
<tr>
<td>13. Overnight Transportation</td>
<td>Trucking</td>
</tr>
<tr>
<td>14. Diamond Express</td>
<td>Trucking</td>
</tr>
<tr>
<td>15. Deaton, Inc.</td>
<td>Trucking</td>
</tr>
<tr>
<td>16. Norfolk Southern Intermodal Facility</td>
<td>Railroad</td>
</tr>
</tbody>
</table>
| *The seven trucking facilities shown in the inventory above are shown primarily because of their intermodal business emphasis and total volume.

Data Collection and Outreach Needs - A critical first step for the Birmingham MPO to begin its freight movement planning program is to first determine what data is available and what data is needed in order to identify information “gaps.”
Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Road and Bridges is $461 million
Environmental justice population areas specified in Title VI of the 1964 Civil Rights Act and Presidential Executive Order 12898 of February 11, 1994 (“Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”).

Impaired streams designated and listed by the Alabama Department of Environmental Management (ADEM) and USEPA under Section 303(d) of the Clean Water Act of 1970.

Protected lands including parks, nature preserves greenways, conservation easements, recreational areas, and other property potentially subject to regulatory provisions under Section 4(f) of the Department of Transportation Act of 1966.

Wetlands identified in the National Wetlands Inventory (NWI) developed by the U.S. Fish & Wildlife Service and potentially subject to the jurisdiction of the U.S. Army of Engineers under Section 404 of the Clean Water Act of 1970.

Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Environmental and Air Quality is $6 million
Environmental Considerations

**Floodplains** for both 1% (100 year) and 0.2% (500 year) annual chance of flooding. These areas are identified in Q3 Flood Data produced by the Federal Emergency Management Agency (FEMA) and provide flood risk information associated with the National Flood Insurance Program (NFIP).

**Prime farmland** designated by USDA’s Natural Resource Conservation Service (NRCS) in accordance with the regulations and programs created as a result of the Farmland Protection Policy Act of 1981 (FPPA).

**Critical habitat** designated by the U.S. Fish and Wildlife Service (USFWS) under the Endangered Species Act of 1973. All critical habitat in the Birmingham planning area is associated with designated stream segments for endangered fish and muscle species.

**Historical sites** identified in the Geographic Names Information System (GNIS) developed by the U.S. Geological Survey (USGS) in cooperation with the U.S. Board on Geographic Names.

Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Environmental and Air Quality is $6 million.
Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Environmental and Air Quality is $6 million.
The TIP is a short term list of federally funded transportation projects scheduled to be undertaken from year 2008 to 2011. The TIP is prepared by the Birmingham Metropolitan Planning Organization (MPO), which serves Jefferson and Shelby Counties. Federal transportation legislation, known as SAFETEA-LU (Safe Accountable Flexible Efficient Transportation Equity Act – a Legacy for Users), requires that the TIP include a four year list of projects and that each year is balanced to show fiscal constraint.

The TIP includes a wide range of transportation projects which programs about $726 million over the four year period. The chart illustrates funding levels by project type.
Comment Sheet for
Proposed 2035 Birmingham Regional Transportation Plan,
Rebalanced FY2008-2011 Transportation Improvement Program and
Air Quality Conformity Determination

The Birmingham Metropolitan Planning Organization (MPO), in cooperation with the Regional Planning Commission of Greater Birmingham, is conducting a public involvement meeting to obtain public comments and opinions concerning the proposed 2035 Birmingham Regional Transportation Plan, Rebalanced FY2008-2011 Transportation Improvement Program and Air Quality Conformity Determination.

Please provide comments concerning the information presented at this public involvement meeting on this sheet, or send written comments to:
Birmingham Metropolitan Planning Organization  
C/O Regional Planning Commission of Greater Birmingham  
ATTN: Cissy Edwards Crowe  
1731 First Avenue North-Suite 200  
Birmingham, Alabama 35203  
Comments may also be faxed to 205.264.8480, or emailed to mpo@rpcgb.org no later than May 11, 2010.

__________________________________________________________
Your Name:
__________________________________________________________
Mailing Address:
__________________________________________________________
__________________________________________________________
Fax Number:
__________________________________________________________
E-mail:
__________________________________________________________

Would you like to be added to our Public Involvement notification list?
Yes_____ or No____

Would you like to be added to the Transportation Citizens Committee mailing list?
Yes_____ or No____

Thank you for your participation.

__________________________________________________________
Your Comments:
________________________________________________________________
________________________________________________________________
________________________________________________________________
________________________________________________________________

Please continue your comments on the back of this page
Review, Download and Comment on All Documents Online

www.bhammpo.org

2035 Birmingham Regional Transportation Plan

Rebalanced FY 2008-2011 Transportation Improvement Program

Air Quality Conformity Document

Comment period is open until May 11, 2010, 5:00 p.m.
APPENDIX C

(Display Information)
Goal 1: Transportation System Sustainability
Manage, maintain, and enhance the transportation system to ensure efficient, safe, convenient, and economical movement of people and goods.

Goal 2: Transportation System Integration and Connectivity
Develop and maintain a regional transportation system that integrates land use and transportation, improving the traveler’s ability to move around the region and provide access to services and opportunities.

Goal 3: Community Driven Transportation Planning Process
Develop an open and transparent transportation planning process that is based on involving the community in the transportation decision making process, and is built upon locally developed and adopted plans.
Planning District Descriptions

JEFFERSON COUNTY PLANNING DISTRICTS

1  CENTRAL AREA
2  FIVE POINTS SOUTH
3  SOUTHSIDE/AVONDALE/CRESTWOOD
4  EASTLAKE/WOODLAWN
5  TARRANT/AIRPORT
6  NORTH BIRMINGHAM
7  PRATT CITY/ENSLEY
8  WESTEND/ENSLEY
9  HOMEOOD
10 MOUNTAIN BROOK/LIBERTY PARK
11 IRONDALE/LEEDS
12 CENTER POINT/ROEBUCK
13 GARDENDALE/FULTONDALE
14 ADAMSVILLE/GRAYSVILLE
15 PLEASANT GROVE/HUEYTOWN
16 FAIRFIELD
17 BESSEMER/BRIGHTON
18 SOUTH BESSEMER/OXMOOR
19 HOOVER/VESTAVIA HILLS
20 TRUSSVILLE
21 WARRIOR/SAYRE
22 MULBERRY FORKS/NORTH JOHNS

SHELBY COUNTY PLANNING DISTRICTS

S1  NORTHWEST SHELBY
S2  HOOVER
S3  NORTHERN SHELBY
S4  PELHAM/ALABASTER/HELENA
S5  MONTEVALLO
S6  MIDDLE SHELBY
S7  HARPERSVILLE/WILSONVILLE
S8  SOUTHERN SHELBY

Demographics: Population Changes 2005-2035

<table>
<thead>
<tr>
<th>District</th>
<th>2005</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jefferson</td>
<td>659,397</td>
<td>671,306</td>
</tr>
<tr>
<td>Shelby</td>
<td>170,807</td>
<td>317,341</td>
</tr>
<tr>
<td>Total</td>
<td>830,204</td>
<td>988,647</td>
</tr>
</tbody>
</table>
Demographics: Employment Changes 2005-2035

Planning District Descriptions

JEFFERSON COUNTY PLANNING DISTRICTS

1 CENTRAL AREA
2 FIVE POINTS SOUTH
3 SOUTHSIDE/AVONDALE/CRESTWOOD
4 EASTLAKE/WOODLAWN
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10 MOUNTAIN BROOK/LIBERTY PARK
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12 CENTER POINT/ROEBUCK
13 GARDENDALE/FULTONDALE
14 ADAMSVILLE/GRAYSVILLE
15 PLEASANT GROVE/HUEYTOWN
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17 BESSEMER/BRIGHTON
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SHELBY COUNTY PLANNING DISTRICTS

S1 NORTHWEST SHELBY
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S4 PELHAM/ALABASTER/HELENA
S5 MONTEVALLO
S6 MIDDLE SHELBY
S7 HARPERSVILLE/WILSONVILLE
S8 SOUTHERN SHELBY

Employment Change

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jefferson</td>
<td>331,625</td>
<td>421,710</td>
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<tr>
<td>Shelby</td>
<td>67,576</td>
<td>123,965</td>
</tr>
<tr>
<td>Total</td>
<td>399,191</td>
<td>545,677</td>
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-11% - 0%  1% - 10%  11% - 50%  51% - 100%  101% - 254%
### Public Transportation

#### Regional Transit Map

**Bus Alternate**

<table>
<thead>
<tr>
<th>Types of Service</th>
<th>Service Location</th>
<th>Total Cost</th>
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<tbody>
<tr>
<td><strong>Local Bus Service</strong></td>
<td>Existing Bus Routes and Proposed Service Changes</td>
<td>$2,352,796</td>
</tr>
<tr>
<td></td>
<td><strong>Sub-Total</strong></td>
<td>$2,352,796</td>
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<tr>
<td><strong>Express/Enhanced Bus Services</strong></td>
<td>Bus Rapid Transit ITP</td>
<td>$214,775,008</td>
</tr>
<tr>
<td></td>
<td>US 280</td>
<td>$9,950,000</td>
</tr>
<tr>
<td></td>
<td>Bessemer BRT - US11</td>
<td>$8,950,000</td>
</tr>
<tr>
<td></td>
<td>Express Bus Services</td>
<td>$9,950,000</td>
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<td></td>
<td>Enhanced Bus</td>
<td>$25,638,600</td>
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<td></td>
<td><strong>Sub-Total</strong></td>
<td>$250,363,608</td>
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<tr>
<td><strong>Community Bus Services</strong></td>
<td>Cross Town Connections</td>
<td>$18,087,650</td>
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<td></td>
<td>Circulator Services</td>
<td>$12,540,000</td>
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<tr>
<td></td>
<td><strong>Sub-Total</strong></td>
<td>$30,627,650</td>
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### Total

|                                |                                | Total: $283,344,054 | $60,840,709 |

**Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Public Transportation is $84 million**
Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Non-Motorized Travel is $28 million

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
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<tbody>
<tr>
<td>116</td>
<td>14th St Streetscape</td>
</tr>
<tr>
<td>222</td>
<td>Oxmoor Valley Greenway</td>
</tr>
<tr>
<td>230</td>
<td>Bessemer Rail-Trail</td>
</tr>
<tr>
<td>231</td>
<td>Irondale Shades Creek Greenway</td>
</tr>
<tr>
<td>254</td>
<td>Alabaster Buck Creek Greenway</td>
</tr>
<tr>
<td>255</td>
<td>Trussville Greenway and Walkway</td>
</tr>
<tr>
<td>256</td>
<td>Irondale Old Leeds Road Bike Route</td>
</tr>
<tr>
<td>257</td>
<td>Helena Buck Creek Greenway</td>
</tr>
<tr>
<td>258</td>
<td>7th Avenue South Bikeway</td>
</tr>
<tr>
<td>307</td>
<td>Homewood-Shades Creek Greenway</td>
</tr>
<tr>
<td>310</td>
<td>Village Creek Greenway, Phase 1</td>
</tr>
<tr>
<td>311</td>
<td>Village Creek Greenway, Phase 2</td>
</tr>
<tr>
<td>312</td>
<td>Village Creek Greenway, Phase 3</td>
</tr>
<tr>
<td>313</td>
<td>Valley Creek Greenway</td>
</tr>
<tr>
<td>310</td>
<td>Railroad Reservation Park</td>
</tr>
<tr>
<td>346</td>
<td>Cahaba River East Greenway</td>
</tr>
<tr>
<td>368</td>
<td>Mountain Brook Walkway System</td>
</tr>
<tr>
<td>523</td>
<td>Tarrant Five Mile Creek Greenway</td>
</tr>
<tr>
<td>561</td>
<td>Hazelwood Rd Sidewalks</td>
</tr>
<tr>
<td>562</td>
<td>Birmingham Safe Routes to Schools</td>
</tr>
<tr>
<td>563</td>
<td>Downtown Pedestrian Accessibility</td>
</tr>
<tr>
<td>566</td>
<td>Broadway Sidewalk</td>
</tr>
<tr>
<td>567</td>
<td>Bluff Park Sidewalks, Phase 1</td>
</tr>
<tr>
<td>568</td>
<td>Bluff Park Sidewalks, Phase 2</td>
</tr>
<tr>
<td>569</td>
<td>Irondale Sidewalks</td>
</tr>
<tr>
<td>570</td>
<td>Pinson Valley Parkway (SR-75) Sidewalks</td>
</tr>
<tr>
<td>578</td>
<td>Parkway Drive/Chalkville Rd Sidewalks &amp; Ped Xing</td>
</tr>
<tr>
<td>579</td>
<td>Vestavia Hills Sidewalk System</td>
</tr>
<tr>
<td>608</td>
<td>High Line Rail-Trail</td>
</tr>
<tr>
<td>609</td>
<td>Oak Mountain Community Greenway</td>
</tr>
<tr>
<td>615</td>
<td>US 31 Pedestrian Bridge</td>
</tr>
<tr>
<td>2000</td>
<td>CSX Cane Creek Branch Rail-Trail</td>
</tr>
<tr>
<td>2001</td>
<td>Reed Harvey Greenway</td>
</tr>
<tr>
<td>2002</td>
<td>Fultondale Five Mile Creek Greenway</td>
</tr>
<tr>
<td>2003</td>
<td>Brookside Five Mile Creek Greenway</td>
</tr>
<tr>
<td>2004</td>
<td>Shades Creek Pkwy (SR-149) Sidewalks</td>
</tr>
<tr>
<td>2005</td>
<td>Hackberry Lane Sidewalk Extension:</td>
</tr>
<tr>
<td>2006</td>
<td>Inverness Community Greenway</td>
</tr>
</tbody>
</table>

2035 Regional Transportation Plan (RTP)
Bicycle and Pedestrian Projects - Fiscally Constrained
Birmingham Metropolitan Planning Area
February 2010
Freight Data Collection and Outreach Needs - A critical first step for the Birmingham MPO to begin its freight movement planning program is to first determine what data is available and what data is needed in order to identify information “gaps.”

Freight Specific Capacity/Geometric Needs - The historic development of Birmingham as an industrial city nestled within a rural environment coupled with the chronic underfunding of its transportation system has resulted in the development of industrial and/or manufacturing facilities located along roadways having rural characteristics.

Freight Network Redundancy - Many of the primary interstate and interregional freight travel corridors within the Birmingham metropolitan planning area’s transportation system have parallel corridors that provide redundancy that allows for diversion in the event of an emergency.

Intermodal Facility Needs - The Birmingham Intermodal Management System identified deficiencies in the freight transportation infrastructure network.

### Table 4.3 Birmingham Intermodal Freight Facilities

<table>
<thead>
<tr>
<th>Intermodal Freight Facility Name</th>
<th>Intermodal Freight Facility Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Birmingham International Airport</td>
<td>Air Cargo</td>
</tr>
<tr>
<td>2. Colonial Pipeline Birmingham Delivery Facility</td>
<td>Pipeline Terminal</td>
</tr>
<tr>
<td>3. Liquid Natural Gas Facility – City of Trussville</td>
<td>Pipeline Terminal</td>
</tr>
<tr>
<td>4. Port Birmingham aka Birminghamport</td>
<td>Inland Port</td>
</tr>
<tr>
<td>5. Thomas Yard – Burlington Northern</td>
<td>Railroad</td>
</tr>
<tr>
<td>6. Dixie Hub at Thomas Yard – Burlington Northern</td>
<td>Railroad</td>
</tr>
<tr>
<td>7. Irondale Intermodal Terminal – Norfolk Southern</td>
<td>Railroad</td>
</tr>
<tr>
<td>8. Boyles Yard – CSX</td>
<td>Railroad</td>
</tr>
<tr>
<td>9. * Yellow Freight System</td>
<td>Trucking</td>
</tr>
<tr>
<td>10 * Consolidated Freightways</td>
<td>Trucking</td>
</tr>
<tr>
<td>11. * Roadway Express</td>
<td>Trucking</td>
</tr>
<tr>
<td>12. * TCW-Tennessee Express Cartage</td>
<td>Trucking</td>
</tr>
<tr>
<td>13. * Overnight Transportation</td>
<td>Trucking</td>
</tr>
<tr>
<td>14. * Diamond Express</td>
<td>Trucking</td>
</tr>
<tr>
<td>15. * Deaton, Inc.</td>
<td>Trucking</td>
</tr>
<tr>
<td>16. Norfolk Southern Intermodal Facility</td>
<td>Railroad</td>
</tr>
</tbody>
</table>

*The seven trucking facilities shown in the inventory above are shown primarily because of their intermodal business emphasis and total volume.

Data Collection and Outreach Needs - A critical first step for the Birmingham MPO to begin its freight movement planning program is to first determine what data is available and what data is needed in order to identify information “gaps.”
Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Road and Bridges is $461 million.
### Roadway Capacity Projects - Visionary Plan

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>Total Cost current $ 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>State Route 145 Extension</td>
<td>$16,105,727</td>
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<tr>
<td>35</td>
<td>State Route 119 Improvement</td>
<td>$7,515,453</td>
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<tr>
<td>66</td>
<td>I-59 - Birmingham/Central Point</td>
<td>$8,996,138</td>
</tr>
<tr>
<td>84</td>
<td>Valley Avenue Extension</td>
<td>$3,751,137</td>
</tr>
<tr>
<td>132</td>
<td>Parkway at I-65 interchange</td>
<td>$1,750,000</td>
</tr>
<tr>
<td>139</td>
<td>US 41 - Lookout Mountain</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>162</td>
<td>I-65 South Shelby County - Bridge Expansion</td>
<td>$8,000,000</td>
</tr>
<tr>
<td>168</td>
<td>US 31 - Hoover</td>
<td>$1,750,000</td>
</tr>
<tr>
<td>172</td>
<td>I-65 - Cullman</td>
<td>$1,750,000</td>
</tr>
<tr>
<td>271</td>
<td>I-20 - South Jefferson</td>
<td>$1,750,000</td>
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<tr>
<td>349</td>
<td>400 - Street North</td>
<td>$1,750,000</td>
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<tr>
<td>351</td>
<td>Hiwassee Road - Additional Lanes</td>
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</tr>
<tr>
<td>361</td>
<td>US 31 - Alabama Gators</td>
<td>$1,750,000</td>
</tr>
<tr>
<td>362</td>
<td>US 31 - Calera</td>
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<tr>
<td>363</td>
<td>US 31 - South Shelby County</td>
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<tr>
<td>364</td>
<td>Spring Creek Road</td>
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<td>365</td>
<td>I-59 - Northeast Jefferson County</td>
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<td>386</td>
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<td>387</td>
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<tr>
<td>388</td>
<td>I-429 - South Jefferson County</td>
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<td>390</td>
<td>Alabama-Bound Memorial Drive</td>
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<tr>
<td>396</td>
<td>I-20 - East Birmingham/Jefferson County</td>
<td>$1,750,000</td>
</tr>
<tr>
<td>398</td>
<td>I-59 - Birmingham</td>
<td>$1,750,000</td>
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<tr>
<td>399</td>
<td>I-59 - Northeast Jefferson County</td>
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<tr>
<td>401</td>
<td>I-20 - South Birmingham</td>
<td>$1,750,000</td>
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<tr>
<td>403</td>
<td>US 78 - Birmingham/Fultondale</td>
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<tr>
<td>404</td>
<td>US 78 - Fultondale/Greystone</td>
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<td>405</td>
<td>Stadium Trace Parkway</td>
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<td>Academy Drive - Bessemer/Jefferson</td>
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<td>408</td>
<td>Old Rockridge Road - Widening</td>
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<tr>
<td>410</td>
<td>SR 79 - Varsity Boulevard</td>
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<tr>
<td>412</td>
<td>State Route 269</td>
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<td>413</td>
<td>Lakeshore Parkway - Wildwood</td>
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<td>414</td>
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<tr>
<td>418</td>
<td>US 78 - Birmingham</td>
<td>$1,750,000</td>
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<tr>
<td>420</td>
<td>Valley Pike (CR 117) - Interchange</td>
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<td>428</td>
<td>Shoal Creek Road (CR 112)</td>
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<tr>
<td>431</td>
<td>CR 117</td>
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<td>444</td>
<td>Shoal Creek Road</td>
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<tr>
<td>513</td>
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<tr>
<td>635</td>
<td>US 280</td>
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</tr>
<tr>
<td>664</td>
<td>US 280</td>
<td>$1,750,000</td>
</tr>
<tr>
<td>665</td>
<td>US 280</td>
<td>$1,750,000</td>
</tr>
<tr>
<td>673</td>
<td>Grants Mill Road</td>
<td>$1,750,000</td>
</tr>
</tbody>
</table>
**Environmental Considerations**

**Environmental justice population** areas specified in Title VI of the 1964 Civil Rights Act and Presidential Executive Order 12898 of February 11, 1994 (“Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”).

**Impaired streams** designated and listed by the Alabama Department of Environmental Management (ADEM) and USEPA under Section 303(d) of the Clean Water Act of 1970.

**Protected lands** including parks, nature preserves, greenways, conservation easements, recreational areas, and other property potentially subject to regulatory provisions under Section 4(f) of the Department of Transportation Act of 1966.

**Wetlands** identified in the National Wetlands Inventory (NWI) developed by the U.S. Fish & Wildlife Service and potentially subject to the jurisdiction of the U.S. Army of Engineers under Section 404 of the Clean Water Act of 1970.

---

*Data and images should be relevant to the context of environmental considerations in transportation planning.*

*Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Environmental and Air Quality is $6 million*
Environmental Considerations

**Floodplains** for both 1% (100 year) and 0.2% (500 year) annual chance of flooding. These areas are identified in Q3 Flood Data produced by the Federal Emergency Management Agency (FEMA) and provide flood risk information associated with the National Flood Insurance Program (NFIP).

**Critical habitat** designated by the U.S. Fish and Wildlife Service (USFWS) under the Endangered Species Act of 1973. All critical habitat in the Birmingham planning area is associated with designated stream segments for endangered fish and muscle species.

**Prime farmland** designated by USDA's Natural Resource Conservation Service (NRCS) in accordance with the regulations and programs created as a result of the Farmland Protection Policy Act of 1981 (FPPA).

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*Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Environmental and Air Quality is $6 million*
Air Quality

Particulate Emmissions

Ground Level Ozone Emissions

Dollars programmed in the 2008-2011 Transportation Improvement Program (TIP) for Environmental and Air Quality is $6 million
The TIP is a short term list of federally funded transportation projects scheduled to be undertaken from year 2008 to 2011. The TIP is prepared by the Birmingham Metropolitan Planning Organization (MPO), which serves Jefferson and Shelby Counties. Federal transportation legislation, known as SAFETEA-LU (Safe Accountable Flexible Efficient Transportation Equity Act – a Legacy for Users), requires that the TIP include a four year list of projects and that each year is balanced to show fiscal constraint.

The TIP includes a wide range of transportation projects which programs about $726 million over the four year period. The chart illustrates funding levels by project type.
APPENDIX D

(Powerpoint Presentation)
General Overview

RTP Development Activities

Major Themes

1. Fix It First – Transportation System Maintenance
   Repair, Maintain, and Preserve Existing Infrastructure

2. Concentrate on Addressing Needs
   Invest in Strategies to Manage Congestion and Move both People and Freight Efficiently e.g. develop multimodal transportation systems to include public transit, and the freight network

3. Build on the Regional Vision
   Expand Networks and Add Capacity e.g. Roads, Transit, Non-Motorized Travel Systems, and Freight
Planning Process

State of the Region
- Existing Demographics
  - Population and Employment Forecasts

Planning Process

Goals, Objectives, Performance Indicators & Project Prioritization

Planning Process

Air Quality Considerations
- The Transportation Plan Must Conform to National Ambient Air Quality Standards and Local Air Quality Emission Budgets

Planning Process

Funding Considerations
- $4 Billion ($4,061,009,496) 25-Year Transportation Plan

Environmental Considerations
- The Big Picture
  - System Level Analysis vs. Project Level Analysis
- Environmental Screening Criteria Includes:
  - Environmental Justice
  - Protected Lands
  - Impaired Streams
  - Wetlands
  - Floodplains
  - Critical Habitats
  - Prime Farmland
  - Historical Sites
Plan Recommendations

Investment Strategy
- Active Transportation
  - Invest in infrastructure that supports "Quality and Sustainable Development"
- System Management and Operations
  - Invest in technology and strategies that maximize the efficiency of existing facilities
- Roadway Expansion
  - When necessary and financially feasible, invest in expanding existing roadway capacity and/or adding new roadways

Plan Recommendations

Policy Recommendations
- The RTP Contains 16 Major Policies that Address
  - Organization and Responsibilities
  - Process – How Things Get Done/Information Flows, and
  - Finances – How Funding is Managed

Plan Recommendations

System Maintenance
- Invest in Fixing, Maintaining, and Preserving the Existing Transportation System

Plan Recommendations

Public Transportation
- Invest in improvements to Public Transportation

Plan Recommendations

Infrastructure Projects
- Active Transportation
  - Invest in infrastructure that supports "Quality and Sustainable Development"
- System Management and Operations
  - Invest in technology and strategies that maximize the efficiency of existing facilities
- Roadway Expansion
  - When necessary and financially feasible, invest in expanding existing roadway capacity and/or adding new roadways

Plan Recommendations

Finances – How Funding is Managed
- Process – How Things Get Done/Information Flows, and
- Finances – How Funding is Managed

Plan Recommendations

Multimodal Transportation Plan
- Fiscally Constrained Transportation Plan
- Visionary Transportation Plan

Plan Recommendations

Plan Recommendations

Plan Recommendations

Plan Recommendations

Plan Recommendations
Plan Recommendations

**Multimodal Transportation Plan**
- Non-Motorized Travel
- Public Transit
- Land Use and Transportation
- Operations and Maintenance

**Implementation**
- How Do We Make the Stuff in the Plan Happen?
- Show Results Instead of Making Promises

*Locally funded projects that are determined to be Regionally Significant are included in the TIP for informational purposes, and are included in the air quality conformity determination. They do not count against the TIP's budget.*

Highlighted Projects/Programs

**Transit Services**
- In-town Transit Partnership (ITP)
- Regional Express Bus

Highlighted Projects/Programs

**Roadway Maintenance Program**

**I-65 Auxiliary Lanes, Collector/Distributor Roadways, and Interchange Modifications**

Highlighted Projects/Programs

**Proposed University Blvd. Interchange Modification**

**Innovation & Partnerships**

**Show Results Instead of Making Promises**

**Appeal to Common Sense**
Highlighted Projects/Programs

Arterial Management System

Highlighted Projects/Programs

Activity Center Development – Building Communities

- Land Use and Transportation Planning

Highlighted Projects/Programs

Activity Center Development – Building Communities

- Active Transportation Systems

To Obtain/Review Digital Versions of the Plan Documents, Visit:
www.bhammpo.org

Birmingham 2035 Regional Transportation Plan

Rebalanced FY 2008-2011 Transportation Improvement Program
Air Quality Conformity Report

Comment on the Plan by:
Online: www.bhammpo.org
Comment Cards: Turn in Question/Comment Cards BEFORE Leaving Information Stations: Post a Question/Comment at the Information Stations

Make Your Voices Heard

Thank You

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